

RED BERETS '44

Official Publication of the Airborne Forces

D-DAY

The Longest Day
Seizing the Bridges
Silencing the Guns
Landing the Nightingales
Jumping Too Soon

ARNHEM

A Bridge Too Far
How a VC was Won
A Taste of Freedom

THE ROLL OF HONOUR

Summer 1994
The Illustrated London News
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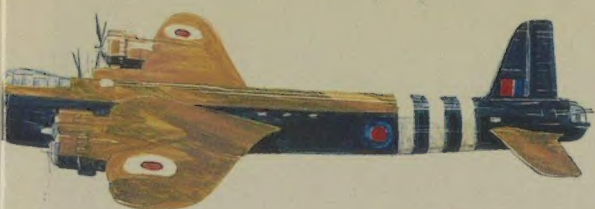
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RED BERETS '44

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Red Berets '44 has been produced for the Airborne Forces and the
Parachute Regiment by *The Illustrated London News*.
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ST. JAMES'S PALACE

As Colonel in Chief of The Parachute Regiment and also of the Army Air Corps, successor to the Glider Pilot Regiment, it gives me great pleasure to introduce this very special, 50th Anniversary Edition of the Illustrated London News. The momentous events which took place in June 1944 were the consequence of meticulous preparation and planning over a period of many months by the Allied High Command and their Staffs. On the day, however, it was the courage and sacrifice of the many thousands of individual servicemen which created this turning point in our history. It is fitting therefore that the deeds of those brave men of the 6th Airborne Division who risked all to guard the flank of the allied invasion in Europe should be told in their own words.

Three months later a bold attempt to capture a crossing over the Rhine at Arnhem, in order to shorten the war, was the setting for another magnificent airborne battle against overwhelming odds. The men of the 1st Airborne Division held on for 9 days, longer than had ever been expected, and suffered horrific casualties. Their valiant efforts, plus those of their comrades in arms, are commemorated in this special edition, the proceeds of which are to be dedicated to the Airborne Forces Appeal.

Charles







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Major General Peter Chiswell CB CBE (late of The Parachute Regiment)

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Centre, managed and directed by Peter Chiswell and his deputy Roger Miller, is staffed by highly qualified personnel who have served in the Parachute Regiment.

A MESSAGE TO BUSINESS LEADERS

This Special Edition of The Illustrated London News pays homage to The Parachute Regiment and Airborne Forces in the liberation of Europe in 1944. It is a story of the innovative teamwork and inspiring, courageous leadership at every level, which allowed our wartime parachute soldiers to achieve success in the face of great odds. Leadership skills and the benefits of teamwork have been taught and developed by the British Army for many years - especially by Airborne Forces, and in particular The Parachute Regiment.

To pass on the benefits of this experience and to meet the specific training needs of British companies, Airborne Forces have formed a limited company called The Airborne Initiative Promotions, whose profits go to Airborne Charities. The Airborne Initiative Leadership and Teamwork programmes for industry are conducted by The Buckland Leadership Development Centre Limited located near Brecon. Major General Peter Chiswell, late of the Parachute Regiment, is the founder and Chairman of Buckland and has a team of highly qualified tutors, many of whom have served in The Parachute Regiment.

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A You will also be helping those former Airborne soldiers and their families whose wartime record of service is illustrated in this Special Edition.

Rupert Smith

Major General R A Smith DSO OBE QGM
Colonel Commandant, The Parachute Regiment

The Airborne Initiative is a company set up to support the Airborne Forces in the World War and the many years that have continued to take the Airborne soldiers.

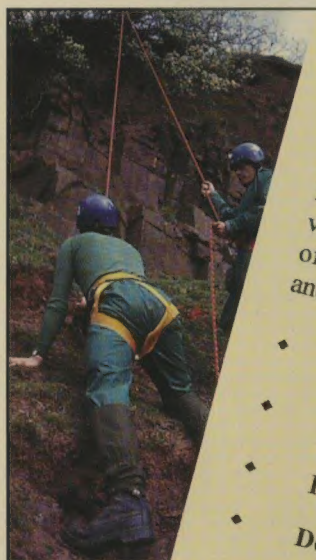
We thought you might like to know that in helping to train the leaders of tomorrow we are also helping to look after the leaders of fifty years ago - the men of Britain's Airborne Forces.

management, competitiveness, team-man-agement in their company to a very large extent on the quality and their own leadership.

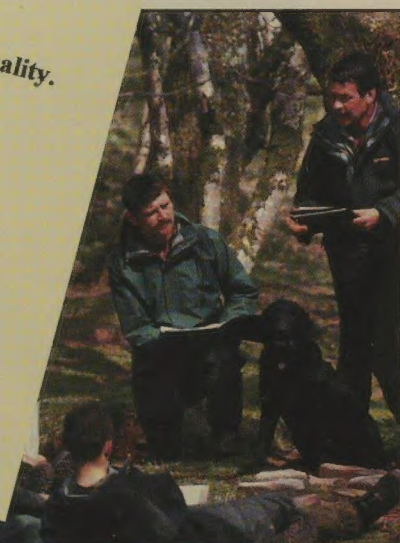
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THE AIRBORNE INITIATIVE - TRAINING LEADERS



THE AIRBORNE
INITIATIVE
TRAINING LEADERS





Artist's impression of the map room at Eisenhower's strategic headquarters in Southwick House, Hampshire

Landings in Force

At noon on June 6, 1944, Prime Minister Winston Churchill confirmed to MPs that “landings in force” were taking place to liberate the continent of Europe

The D-Day landings were a combined operation in every way. They involved units of British, American and Canadian troops, massive concentrations of land, sea, air and airborne forces, and guerilla operations by the French Resistance. The plan for the first wave of the landing called for the use of five seaborne and three airborne divisions, totalling 150,000 men, and for the second wave to add another 13 divisions, including 1,500 tanks, to the Normandy beachhead within a week. To ferry and escort this armada were 5,300 ships and landing craft and 12,000 aircraft.

Operation Overlord, planned initially by a

group of Anglo-American staff under Lieutenant General Sir Frederick Morgan, Chief of Staff to the Supreme Allied Commander (COSSAC), and subsequently refined and enlarged by the commanders, notably by General Montgomery, who substantially broadened the landing area. Montgomery presented the final plan three weeks before the invasion at a meeting of all senior officers, together with King George VI and Winston Churchill, in St Paul's School, London, at which he seems to have suggested that more might be achieved in the first strike than was eventually to prove possible. But he was undoubtedly right, and Eisenhower shared



"Everything is proceeding according to plan.

And what a plan! This vast and complicated operation involves winds, waves, visibility and the combined employment of land, air, and sea forces in the highest degree of intimacy."

Winston Churchill, June 6, 1944

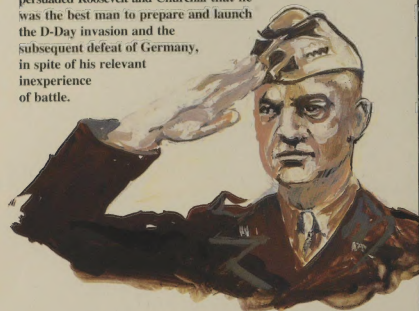
his view, in demanding that the landing area be expanded to include the westerly beach which was later given the name of Utah. This was one of the two beaches, the other being Omaha, attacked by the US First Army under the command of Lieutenant-General Omar Bradley. The other three, known as Gold, Juno and Sword and running eastwards from Arromanches to Ouistreham, were invaded by the British Second Army, which included Canadian infantry and armour, under the

command of Lieutenant General Sir Miles Dempsey. Beyond Utah the US 82nd Airborne Division landed by glider and parachute to protect the right flank and the US 101st Airborne Division to shore up the south. To the left of Sword beach men of the British 6th Airborne Division were dropped in advance of the seaborne landings to capture vital bridges, take out the Merville gun battery which overlooked the beach, and protect the invasion's left flank

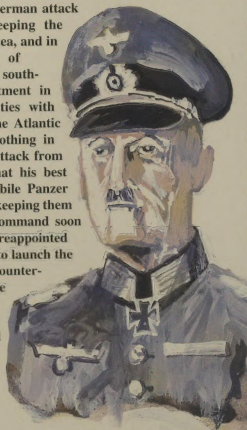
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GENERAL DWIGHT D. EISENHOWER was 54 when, in 1943, he was appointed Supreme Commander of the Allied forces who were to take part in Operation Overlord, the campaign to invade and free Europe. Born in Texas in 1890, he graduated from West Point and in the 1930s served under General MacArthur in the Philippines. In 1942 Eisenhower was appointed Commander-in-Chief of US forces in Europe and later in the same year put in charge of the Allied forces in North Africa. It was the success of this campaign, together with his adroit and sensitive handling of some of the prickly Allied commanders under his command, that persuaded Roosevelt and Churchill that he was the best man to prepare and launch the D-Day invasion and the subsequent defeat of Germany, in spite of his relevant inexperience of battle.



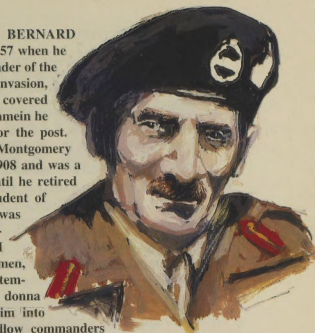
FIELD-MARSHAL KARL RUDOLF GERD VON RUNDSTEDT was appointed by Hitler in 1942 to take command of Western defences against the expected invasion across the Channel. One of the greatest of German generals, Von Rundstedt was born in 1875 and fought in France, Russia and Turkey during the First World War. In 1939 he commanded an army group in Poland, then led the German attack across the Meuse, sweeping the Allied forces back to the sea, and in 1941 was at the head of German forces invading southern Russia. His appointment in Europe brought difficulties with Hitler, as he regarded the Atlantic Wall as a myth, with nothing in front and vulnerable to attack from the rear. He believed that his best defence lay with the mobile Panzer divisions, but insisted on keeping them in reserve. Relieved of command soon after the invasion he was reappointed as Commander-in-Chief to launch the last desperate German counter-attack in the Ardennes. He was captured in Munich in 1945, imprisoned in England until 1948 and died in 1953.



The Opposing Commanders



GENERAL SIR BERNARD MONTGOMERY was 57 when he was appointed commander of the ground forces for the invasion, but though he came covered with the glory of El Alamein he was not a first choice for the post. The son of a bishop, Montgomery joined the Army in 1908 and was a professional soldier until he retired in 1958. A serious student of military history, he was himself a sound tactician, brilliant general and great leader of men, but he also had the temperament of a prima donna which at times led him into squabbles with his fellow commanders and exasperated his Supreme Commander.



Attending a briefing at which the provisional plans for Overlord were presented, Monty's criticisms were brief but cogent. He wanted the assault to be on a far wider front than had so far been envisaged, arguing that the invasion would fail if there was not a much larger beachhead. It was typical of Montgomery's single-minded determination that his view prevailed.

FIELD-MARSHAL ERWIN ROMMEL was appointed in 1944 to command an army group defending that part of France in which the invasion actually took place. Born in 1891 he was a heroic figure in the German army, winning its highest award for valour in the First World War and earning huge respect among his enemies in the early part of the Second, when he commanded the Afrika Korps. In Europe he shared

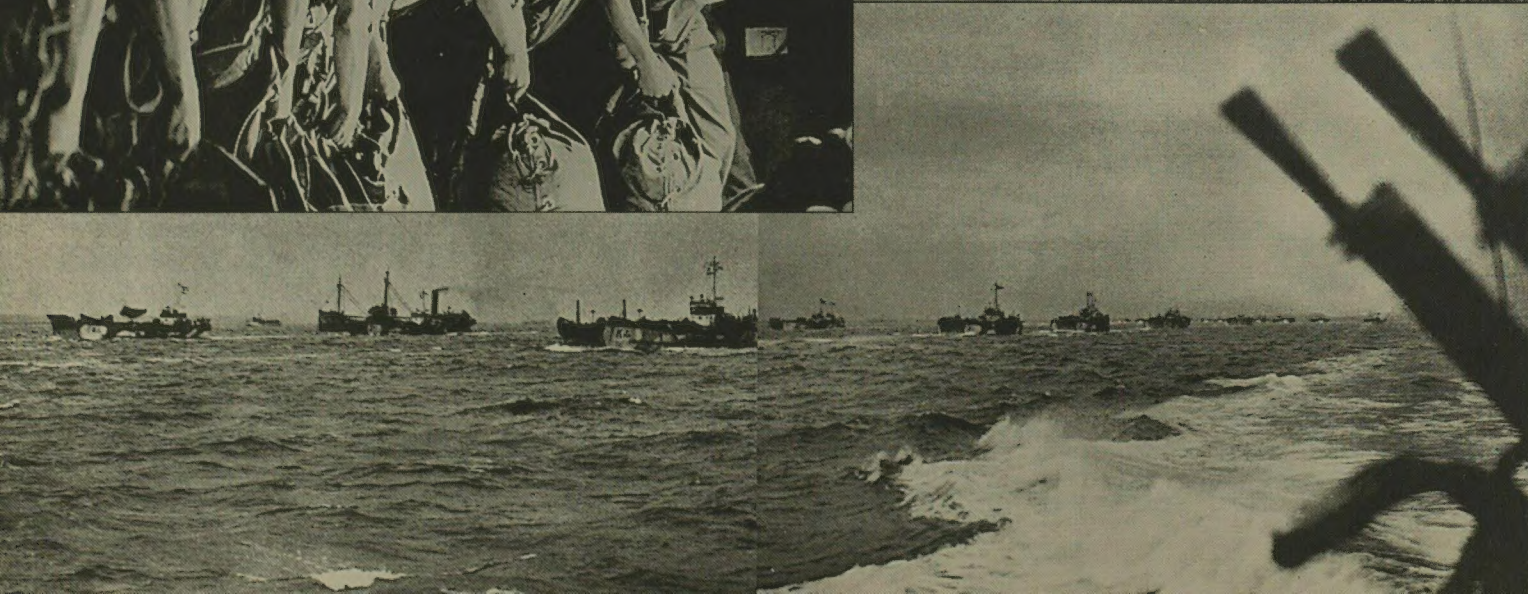
von Rundstedt's doubts about the efficacy of Hitler's Atlantic Wall and quarrelled with his Commander-in-Chief about the positioning of the Panzer divisions, which he wanted deployed on the coast, ready for a quick counter-thrust. He was absent from his headquarters at the moment of invasion, having gone home to celebrate his wife's birthday, and when he got back, he found himself having to fight piecemeal actions. He was among the first to sense that the battle was already lost, and was suspected of sympathising with the plot on Hitler's life. Given the choice of a martial or suicide, he killed himself.



while the Allied position was made secure.

D-Day was planned to be launched in the early hours of June 5, but the weather forecast was bad and Eisenhower postponed the operation for 24 hours. Conditions on June 6 were less severe but still far from good, but the decision to go ahead relieved the strain on the men crowded on board ships and undoubtedly added to the element of surprise which contributed substantially to the success of the invasion. The Germans, though expecting imminent invasion, had persuaded themselves it would not come in bad weather. Hitler was asleep and had left orders not be disturbed (orders which were faithfully obeyed), Rommel had left his headquarters and gone home to celebrate his wife's birthday, and many of the defending troops seem to have been partying until the early hours of invasion morning. More important contributory factors were the dominance of the Royal Air Force, who had virtually complete air

superiority, the concentrated bombardment of the ships of the Royal Navy, who had complete control of the Channel, and the use on the landing beaches of new equipment, generally known as "funnies", which had been specially designed for D-Day, including tanks, some of them amphibian, some fitted with flails for exploding land mines, others designed to lay mats for crossing soft patches on the beaches. Above all were the qualities of courage, determination and daring of the fighting men. Red Berets '44 tells the story of the British airborne part of D-Day and the later Arnhem operation, mainly in the words of those who fought the battles. ■



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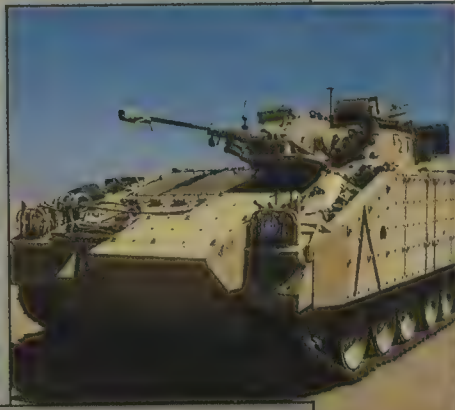
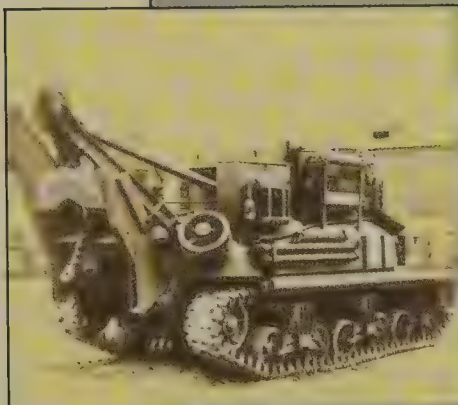
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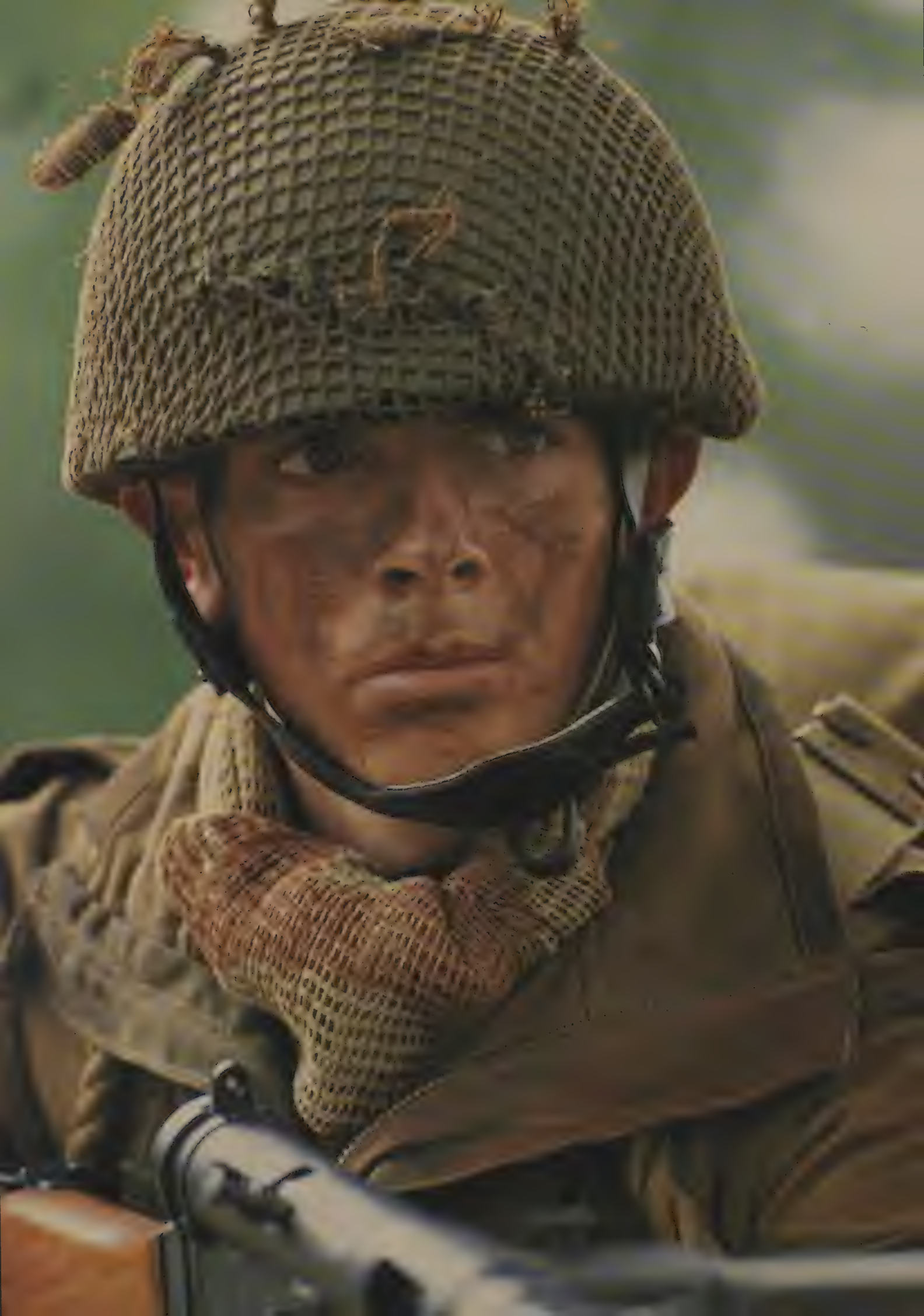
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The Birth of a Regiment

The Airborne Forces and the Parachute Regiment were formed after the fall of France. A former Colonel Commandant of the Regiment, Lieutenant-General Sir Michael Gray, describes the creation of the force, its short and active history, and the men who wear the Red Beret.

The British Airborne Forces were born from the disasters of 1940, which left Great Britain standing alone. The French Army had collapsed and the British been hurled into the sea. Many soldiers were saved by the miracle of Dunkirk, but their equipment was lost. An invasion of Britain seemed inevitable.

Winston Churchill, who was now our Prime Minister, set about instilling a spirit of defiance into the British people. The armed forces, too, were determined to hit back at Hitler and to carry the battle into his camp on our terms. In a memo to the Secretary of State for War Churchill asked for a force of 5,000 parachutists to be created. There was no shortage of volunteers. Men came forward from nearly every regiment and corps in the British Army. Those selected were made physically fit, toughened, and then trained to parachute by the Royal Air Force. Units and formations were then formed and their battle skills honed and tactics evolved to enable them to fight with only the support and equipment they could carry with them. This was the birth of Airborne Forces and of the Parachute Regiment.

Despite Churchill's support Britain at that time had neither the aircraft, nor parachutes nor the experience to provide what he wanted. Critical to everything was the parachute. Training started when the Central Landing Establishment was created. The existing Irvin 28ft parachute was used, from old but modified Whitley bombers. After a few jumps by the "pull-off" method it was decided to tie a secure line to the ripcord, which was then fastened in the aircraft in the

hope of achieving an automatic opening, with the canopy deploying first. This worked well at first, but it was dangerous and a number of parachutists lost their lives.

At this point Raymond Quilter was sent for to demonstrate a new system of dropping which he and his partner, James Gregory, had designed. It comprised a 28ft parachute but with the canopy stowed in a man-carried back-pack which, in turn, was attached to the aircraft by a static line. This enabled the rigging lines of the parachute to be withdrawn first and to be fully extended before the canopy filled with air. It

had the added advantage of delaying the opening until the parachute was well clear of the aircraft.

A hectic period of adjustment now followed, and from it finally emerged the GQ X- type statichute system. This parachute remained in service for the remainder of the Second World War and for a long time afterwards. It was the most effective static line parachute ever made, and

its production was an amazing success story, for it brought together two rivals: Irvin to supply the air chute and GQ the statichute system.

Elsewhere the railway carriage-making companies were being geared up to build large gliders to be towed into battle by the even larger aircraft of the RAF. The glider would be desperately needed to transport the heavier equipment and to concentrate large quantities of stores and ammunition, and even men. It was not an easy time: there were shortages, most of the work was new and experimental, and as a result lives were lost. But there was a determination to



succeed, and succeed they did.

The elation of parachuting, the skills of gliding, backed by hard training and supreme physical well-being, bred in all ranks who wore the red beret a feeling of invincibility. Now they needed to be tested.

The first parachute attack, Operation Colossus, took place in early February, 1941. Fifty men from No 11 Air Service Battalion took off from Malta in Whitleys and parachuted over the Tragino aqueduct in Southern Italy, partially destroying it. It was a daring operation which demonstrated a capability the Allies had not hitherto possessed. Henceforth the Axis powers had to protect their rear, which meant deploying hundreds of thousands of troops to guard installations well away from the front line.

One year later C Company of the 2nd Parachute Battalion launched an equally daring raid to capture electronic equipment from a German radio location post near the village of Bruneval in northern France. Planned by the staff of Combined Operations, and involving all three services, it has been hailed as a model for such attacks.

Aircraft, parachutes and gliders are no more than the means of delivery. More important are the fighting capabilities and the tenacity of the young men who were chosen for this elite force. It was in North Africa in 1942 and '43 that the 1st Parachute Brigade earned its spurs, not just in the parachuting role but as fighting infantry in the arid desert of Tunisia.

So effective were they in routing the enemy that the Germans nicknamed them the "Red Devils", a name that has stuck ever since.

In less than four months of fighting in the desert the 1st Parachute Brigade suffered more than 1,700 casualties (killed, wounded or missing) and won eight Distinguished Service Orders, 15 Military Crosses, nine Distinguished Conduct Medals, 22 Military Medals, three Croix de Guerre and one Legion of Honour. It is a record that has never been surpassed by any formation of the British Army going into action for the first time. The 1st Parachute Brigade earned an enviable reputation for gallantry, discipline and initiative, and were soon to be joined by the remainder of the Airborne Division.

In July, 1943, the 1st Airborne Division, under the command of Montgomery's 8th Army, took part in the operation to capture Sicily and subsequently southern Italy. In October the Division, less the 2nd



The first parachute attack took place in early 1941, when 50 men dropped over the Tragino aqueduct in Italy. Codenamed Operation Colossus, the raid was graphically illustrated in this painting by Norman Hughes.

Parachute Brigade, was returned to Britain.

By the end of 1943 there were thus two Airborne Divisions in the UK. The 6th Airborne Division had begun to form in May, for intended operations in western Europe. The General Officer Commanding, Major-General Richard Gale, who in 1941 had raised the 1st Parachute Brigade, had set up his headquarters at Syrencote House on Salisbury Plain in conditions of great secrecy to begin planning for Operation Overlord - the invasion of Europe.

The Division formed around the nucleus of the 3rd Parachute Brigade commanded by Brigadier James Hill, and was soon joined by the 1st Canadian Parachute Battalion. Added to this was the 5th Parachute Brigade, under the command of Brigadier Nigel Poett, and the 6th Airlanding Brigade, commanded by Brigadier Hugh Kindersley.

Montgomery's strategy for the landings in

Brigadier Nigel Poett (below), who was in command of the 5th Parachute Brigade, who jumped with the pathfinders on D-Day. Bottom, Major-General Richard Gale with General Sir Bernard Montgomery.





Glider pilot's view of the Allied Airborne attack by the river Orne on D-Day, drawn for the *ILN* by Bryan de Grineau.

Normandy was to ensure that he could outflank Caen from either the west or east and above all to avoid having to fight through the city. The seizure of the bridges over the Caen canal and the river Orne were vital to the eastern option.

More important, it was essential to secure the high ground to the east of the Orne, which dominated the routes inland from the beaches. In this sense the village of Breville probably constituted the "vital

Major John Howard, who led the attack on the bridge at Benouville, subsequently re-named Pegasus

ground" for the 1st British Corps, and the only means of securing this area, in advance of the beach landings, was by an airborne operation, which would then have to keep the bridges intact to ensure logistic support for the 6th Airborne Division and to allow reinforcements to cross on D-Day.

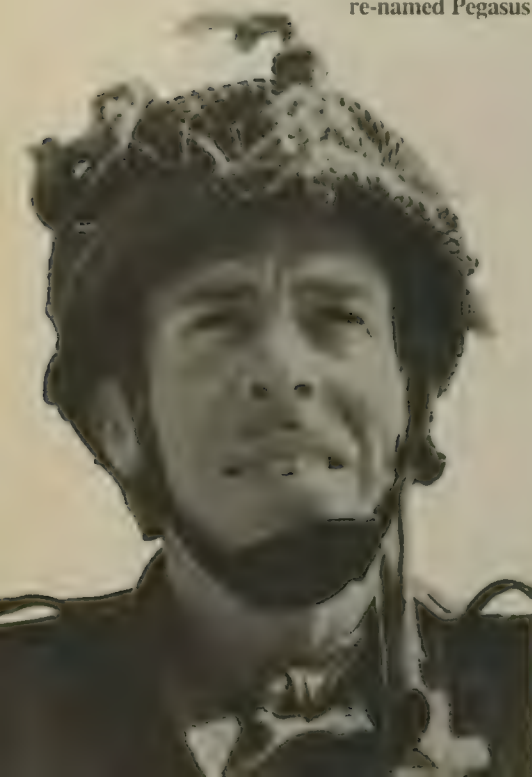
When the plan was first conceived the task of seizing the bridges was allocated to Brigadier Hill's 3rd Parachute Brigade,

along with one anti-tank battery, which were to be placed under the command of the 3rd British Division. The size of the force was then limited by the number of aircraft available. It was initially Hill's plan to use gliders to ensure that the coup-de-main would succeed.

General Gale was not happy with the plan and made a strong case to Lieutenant-General "Boy" Browning, who was in command of the Allied Airborne Corps, that a single brigade operation would run the risk of failure. Browning was sympathetic. Additional aircraft were allocated to the operation, which meant that a full airborne division would take part, its primary objectives being to seize the bridges and neutralise the heavily defended German gun battery at Merville.

For the tasks on the bridges the 3rd Parachute Brigade was first superseded by the 6th Airlanding Brigade, on the grounds that a heavier weapons mix would be needed to beat off the expected armoured counter-attacks against the bridges, but this plan was changed again when it was discovered, in April 1944, that poles were being erected on what was to have been the 6th Airlanding Brigade's landing zone.

It was concluded that a parachute brigade should land as soon as possible, after surprise had been lost in the initial assault, so that landing lanes could be cleared for the arrival of the gliders. Gale gave the operation to Poett's 5th Parachute Brigade, with the glider-borne D Company of the 2nd Oxford and





Lieutenant-General "Boy" Browning, commander of the Allied Airborne Corps.

Buckinghamshire Light Infantry. If the coup-de-main was unsuccessful the 7th Parachute Battalion was detailed to drop, with 30 dinghies, reconnaissance boats and guidance ropes, and all ranks were instructed to retain their Mae West life-jackets in case they had to swim across the river and canal.

The Division ended up with three primary tasks that were to be carried out before the seaborne landings on D-Day. First was to capture the bridges at Benouville. The second was to destroy the guns at the Merville Battery. The third was to destroy the bridges over the river Dives at Varaville, and at Robehomme, Bures and Troarn in order to delay any enemy forces coming from the east.

Apart from the experienced commanders (who were themselves young men in their late twenties or early thirties) very few of the officers or soldiers in the division had seen any previous action. Normandy was to be their first.

When addressing his men shortly before the operation Brigadier Hill said: "Gentlemen, in spite of your excellent training and orders, do not be daunted if chaos reigns. It undoubtedly will."

His words proved prophetic.

The night of June 5-6 was moonless, with visibility of no more than three miles, patchy cloud, and wind blowing at between 10 and 20 mph. The conditions were not ideal, but General Eisenhower had made the decision to go. The first to cross that night were the Pathfinders of 22nd Independent Parachute

Company in concert with Major John Howard's coup-de-main glider assault. The first glider landed at 0025, exactly on target at Benouville bridge. The Pathfinders parachuted five minutes later at Ranville, and within half an hour the main bodies of the two parachute brigades started their drop, to be followed by Divisional Headquarters.

The drop did not go quite as planned because of the strong breeze and some flak as the aircraft crossed the coast. The parachutists were scattered over many miles of the French countryside. The predicted chaos did reign, but the officers and men of this impeccably trained Division knew what they had to do, and they achieved all their objectives, and more.

Lord Lovat's 1st Special Service Brigade fought their way through from Sword Beach and came under the command of the 6th Airborne Division at 1330, when they linked up at Benouville. Later the 6th Airlanding Brigade's gliders made a magnificent display as they came in during the evening of D-Day. Together with the Commandos they made the airborne bridgehead secure.

It all now sounds very precise, neat, tidy and according to plan. In fact, of course, it was not like that at all, and it was the airborne practice of detailed, individual briefing for every officer and man that made it work. Each was trained to use his initiative when things went wrong. A parachutist fights a lonely battle. He has no real front or rear, he often feels he is fighting the battle on his own, but by dint of training, and sometimes by sheer guts, precarious situations were turned to our advantage.

During the first six days after D-Day the pressure was intense, German troops repeatedly launching massive counter-attacks against the Airborne Division. Many of them were broken by the welcome fire from the 6-inch guns of the Royal Navy and from those of the 3rd Division's artillery, but by June 12 it had become clear that the village of Breville had to be captured and held if the Allied bridgehead was to remain secure. A hasty night attack was mounted. It was successful - the Germans did not counter-attack again - but the cost in lives was severe.

For the next two months the Division was under continuous bombardment, but the position was held until the breakout, which took place on August 18. Then, using every available vehicle, the Division leapfrogged ahead, giving the withdrawing Germans no time to rest or re-group. There was much fierce fighting as the battle continued, but by August 26 the Division had advanced 45 miles and driven the enemy across the river Seine. On the fol-





Following day they were ordered to prepare to return to England in early September. The Division had been in action for three months and had suffered 4,457 casualties (821 killed, 2,709 wounded, and 927 missing), but they had achieved everything they had been asked to do.

As the German retreat continued Field Marshal Montgomery proposed an Allied offensive based on one powerful thrust through Holland and across the Rhine to isolate and occupy the Ruhr. Eisenhower rejected the plan because of the resources it would have required, but agreed to a narrower thrust by the 21st Army Group to and beyond the Rhine. The objective was to "lay an airborne carpet" along the Eindhoven-Arnhem road, enabling the British 2nd Army to advance quickly to and beyond the Rhine - the last great natural barrier to the Reich.

Three Airborne Divisions - the US 82nd and 101st and the British 1st - were given the task of seizing, intact, the bridge over the Maas at Grave (the crossing of the Maas-Waal canal), the great steel bridge over the Waal at Nijmegen, and the road bridge over the Rhine at Arnhem. Major-General Roy Urquhart was told by Lieutenant-General "Boy" Browning that he was "to take and hold the Arnhem bridge." He had only six days to plan the operation, and was warned of two major problems: a shortage of aircraft to get his Division there, and the reported presence of heavy anti-aircraft defences in the Arnhem area, precluding any landings close to the bridge.

The number of aircraft required to lift the three Divisions of the 1st Airborne Corps was 3,790 - 2,495 to carry the parachutists and 1,295 to tow the gliders. All that were available were 1,175 USAAF Dakotas, 130 RAF Dakotas and 250 RAF bombers - a total of 1,555 aircraft. This meant that only one third of the

airborne force could be lifted at one time.

General Urquhart's share was 463 Dakotas (143 USAAF parachuting aircraft and 320 RAF glider tugs), and he had no option but to plan to land his division in three lifts. Persuasive arguments to drop closer to Arnhem were rejected by the

RAF, with the result that Urquhart had to land his forces on five dropping and landing zones to the west of the town, the farthest being eight miles away. This meant that he would have to defend his dropping zones as well as take and secure the bridge, adding to the hazards of the operation already at risk

Second day of the battle for Arnhem bridge, painted by Terence Cuneo. Five VCs were awarded after this operation, which was commanded by Major-General Roy Urquhart (below). His force was reduced to 2,500 men by the time of the withdrawal.



because the drop had to be in daylight (the USAAF crews were not trained to fly at night), and because of the probability of strong German counter-attacks once surprise was lost.

To add to his problems it seemed that Allied intelligence reports were misleading, or perhaps misread. The Dutch resistance had reported that the 9th and 10th Divisions of the SS Panzer Corps were refitting east and north-east of Arnhem, but this could not be confirmed and the information was discounted.

The plan assumed that the Airborne Reconnaissance Squadron, followed by the 1st Parachute Brigade, would reach the Arnhem bridge quickly. The remainder of the division would take up blocking positions on the approaches. On the second day the Polish Brigade would drop to relieve 1st Brigade to create a divisional reserve. For the plan to work, *everything* had to go right, which perhaps unsurprisingly it did not.

All went well at first. The drop and glider landings were almost completely successful: 95 per cent of the troops reached their rendezvous at the right time and with their equipment in tact. But some of the armoured jeeps of the reconnaissance squadron failed to arrive, the weather began to deteriorate, and the Panzers were indeed in the area.

The 1st Brigade set off on foot for the objective, taking a variety of routes. The 2nd Parachute Battalion, commanded by Lieutenant-Colonel John Frost, pressed on by the southern route, fighting their way through limited opposition, and arriving to secure the northern end of the Arnhem bridge by 2030. Thus began one of the most intensive, courageous, complex and dogged battles in the history of the British Army.

As the 1st Airborne Division waited for the 30th Corps to arrive along the road from the south the German armour began a ferocious attack along the whole perimeter. Mortar and shellfire continued unabated until, as casualties began to mount, an unusual truce was negotiated by Colonel Graham Warrack, the division's Assistant Director of Medical Services. With General Urquhart's agreement he met the Commander of the German 2nd Panzer Corps, Lieutenant General Willi Bittrich, and as a result at 1500 hours on Sunday September 24 an eerie silence descended and more than 450 wounded men were evacuated to hospitals. At 1700 hours the battle resumed in earnest, the Germans having taken advantage of the lull to improve their positions.

The British watched helplessly as RAF aircraft bringing relief supplies were blown out of the skies, but by sheer guts and their fighting ability the men of





Men of the 6th Airborne took part in the crossing of the Rhine in March, 1945, as illustrated in this painting by John F. Sellars.

the 1st Airborne Division kept up the battle until, with ammunition running out, their numbers dwindling and now with no hope of a link-up taking place, they were ordered to withdraw across the Rhine. Those who could did so on the night of 25-26 September. Of the 10,095 all ranks who landed at Arnhem fewer than 3,000 made it back across the river.

Arnhem and Normandy are but two of the epic battles fought by the Airborne Forces during the Second World War. Elements of the 6th Airborne Division fought in the Ardennes, and on the 24 March, 1945, took part with the Americans in the successful cross-

ing of the Rhine. Using all the lessons of previous operations the 6th Airborne landed on top of their objective at Hamminkeln, shattering the German defence. The division then took part in the advance through Germany - 350 miles, most of it on foot, from the Rhine to Wismar on the Baltic.

There is a parallel story of airborne operations in India in March, 1944. A small but significant battle took place on the Indo-Burmese border, a prelude to the better-known battles for Imphal and Kohima. Sangshak was a village in the hills of Assam which lay in the path of the Japanese



Java, Greece, Palestine, Egypt and on, post war, to the present day. Field Marshal Montgomery, who was Colonel Commandant of the Parachute Regiment from 1945 to 1956, concluded that a nation without airborne forces, and their ability to react quickly, would be severely handicapped and at a great disadvantage in future warfare. "There can be no doubt," he wrote, "that troops delivered from the air, with surprise, will continue to play an important role in battle, where they more than justify their cost."

In this publication are reproduced some of the drawings, maps and other work of artists such as Bryan de Grineau from *The Illustrated London News* and its sister magazines during the war.

It is quite uncanny now to look back at this record of those grim days. Not only were they perceptive, but they were accurate and most realistic - indeed so much so that in some cases it is surprising they got through the censors.

Today, 50 years on, they bring back nostalgic and vivid memories of the awesome scale of the battles, the risks that were taken, the skills that were needed, and the challenges that were imposed on those very young men. Many did not return, having given their lives for their country. They were the best, the very best, that Britain had to give. ■


advance. For a week a valiant group of men of the 50th Indian Parachute Brigade, commanded by Brigadier M R Hope-Thompson, held this vital hill against ferocious opposition. In the words of Field Marshal Slim, they "bore the brunt of the enemy's powerful flanking attack and by their staunchness gave the garrison of Imphal the vital time required to adjust their defences."

Such stories of courage, determination and success were repeated in Norway,

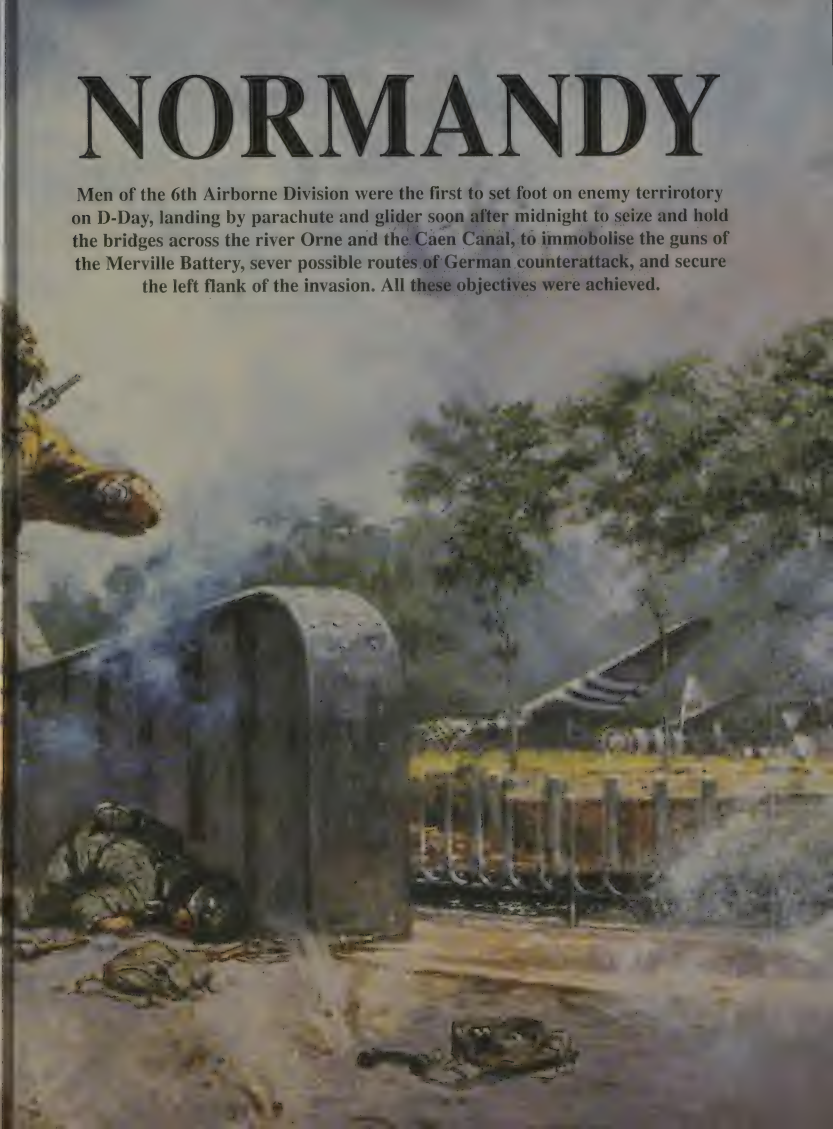


NORMANDY

Men of the 6th Airborne Division were the first to set foot on enemy territory on D-Day, landing by parachute and glider soon after midnight to seize and hold the bridges across the river Orne and the Caen Canal, to immobilise the guns of the Merville Battery, sever possible routes of German counterattack, and secure the left flank of the invasion. All these objectives were achieved.

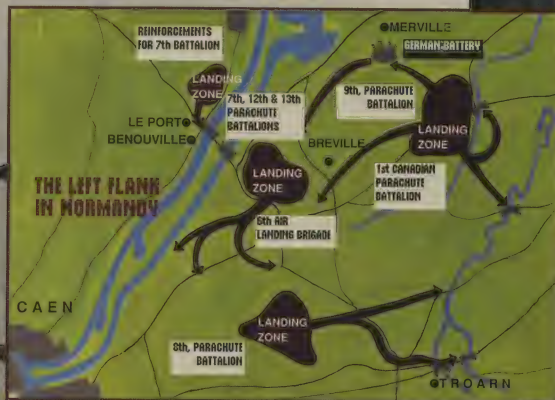


Corporal T. Waters, of the King's Own Yorkshire Light Infantry, was awarded the Military Medal for his gallant work in laying and maintaining a telephone line across Pegasus bridge on D-Day. Painting by Peter Archer.



Securing the left flank

Landing by glider and dropping by parachute, as shown on the map, the Airborne Forces' main task was to secure the invasion's left flank.



Seizing the bridges

A *coup de main* assault on two bridges - one across the River Orne, the other spanning the Caen Canal - was one of the first D-Day successes.

As D-Day approached, the south of England seemed almost to be sinking under the greatest arsenal of the mightiest army ever poised for a single assault. In the first 16 hours 132,715 men, supported by an air armada and a fleet of 5,339 ships, would be hurled against 50 miles of enemy defences. In the next few weeks they were to be followed by another 350,000 men and 150,000 vehicles.

And discreetly hidden among 1,400,000 tons of war stores was a secret consignment of rare French perfume and sheer silk stockings-luxuries which had long become unfamiliar to the women of Britain, some of whom had been making knickers from hoarded scraps of parachute silk. These little luxuries were issued as the weapons of girls who, if necessary, were to make the ultimate sacrifice and think of England as they tried to seduce indiscretions from lusty Paras who were to spearhead the thrust into Europe. The objective was to ensure that official secrets about D-Day training or assignments were not being betrayed.

The authorities are still reluctant to admit these tactics, but an official report of Airborne operations in the Second World War lifts the skirts of secrecy which covered the plan, and details now released by the Imperial War Museum reveal that one unit recruited 30 "attractive, well-dressed WAAFS in civilian clothes in order to test whether the troops could keep a secret..."

The report concludes: "All concerned had an excel-



lent time, and the integrity of the troops was found to be complete - at least as regards security." An ambiguous footnote adds: "The results justified the methods, as all ranks then went into action with complete confidence in the job in hand."

One officer who admits that he told girls to go under cover is Lieutenant Colonel Terence Otway. He was training a Para force for one of D-Day's most covert tasks - storming the guns of the Merville Battery, which threatened to enfilade the landing beach.

"The men were physically hard, highly trained, and bursting with vitality" he said. "They thoroughly deserved their last leave, but it was essential that I should know that our plans were safe."

"I am glad to say that they came through it all completely intact - from a security point of view, at any rate."

Another officer with a vital role that night was Major John Howard, who was to lead the *coup de main* glider assault on two bridges. One spanned the River Orme, the other, a quarter-mile away, was a little-known crossing of the Caen Canal, later to be renamed, in honour of the Airborne Forces, as Pegasus Bridge.

Major Howard recalls girls of the ATS, the Auxiliary Territorial Service, who changed out of uniforms into their best dresses to visit pubs in the area, and to listen for careless talk. Again, they drew a blank, and Howard was relieved to discover that the girls had heard no mention of Ham, Jam or Cromwell.

In fact, the only blunder came not from a



humble squaddie, but from an American Major-General. He boasted at a cocktail party: "On my honour, the invasion takes place before June 13."

A furious General Dwight D Eisenhower, the Allied Supreme Commander, stripped him of his rank and sent him straight back to the USA.

Though John Howard was never in such exalted company, he was just as determined to maintain secrecy. In fact the Germans did manage to crack Allied security, but that was not the fault of Howard's men. At 10.15 pm on June 5 a Nazi intelligence unit attached to Hitler's

Fifteenth Army, headquartered near Calais, picked up a line of Verlaine's poetry broadcast among Allied messages to the waiting French Resistance "*Blessent mon coeur d'une langueur monotone*" - "Wound my heart with a monotonous languor". They already knew, possibly from a captured and tortured member of the underground, that the quotation would reveal that the invasion was imminent.

A German officer excitedly rushed the information to his chiefs, who ordered an immediate alert. But for some reason, the message did not reach the neighbouring Seventh Army, whose responsibility it was to defend the very beaches chosen for the Allied landings.

Because of the bad weather, which had already delayed the invasion, the Germans reduced both naval and air patrols over the Channel. Meteorologists ruled that a lowering storm meant any seaborne assault was impossible.

Field Marshal Erwin Rommel, Commander of both armies, thought it was safe to drive to his home in Ulm for his wife's birthday on the 6th of June. It was a sequence of good fortune which held for the attack on the bridges, but which was to prove sadly lacking for the rest of the Airborne operations.

As Rommel was making his way home the khaki-drab motor cycle of an Army dispatch rider shattered the silence of the English country lanes around Tarrant Rushton. John Howard, who had already stood down his troops because of bad weather, was surprised to be handed the coded message which meant that his tiny Airborne force was to begin the invasion of Europe: CROMWELL.

Brigadier Nigel Poett's 5th Parachute Brigade had been given the vital task of securing the two bridges and sufficient ground to hold them against a counter-attack until reinforcements arrived. He knew he had only one chance to do that without alerting every German defender in Normandy. Paratroops and their inevitable fleet of give-away aircraft would take between 30 and 45 minutes to make the drop, gather their equipment, and advance to their target.

By that time, the Germans could have either blown the bridges, or reinforced their defence (only a handful of troops were thought to be in the area)

Ironically Major General Richard "Windy" Gale, commander of the 6th



Troops unloading equipment from their glider and (top left) digging in on landing close to the Pegasus bridge. Five of the six gliders landed on target, and the Paras seized both bridges.

Airborne Division, was able to solve the problem with the help of German experience. The general had studied reports of German attacks on the Corinth Canal in Greece, and on Fort Eben Emael in Belgium, where direct assaults had been carried out using gliders instead of parachutes. A company of the 2nd Battalion, Oxfordshire and Buckinghamshire Light Infantry, was attached to the Paras to be trained in the same tactics.

To anyone whose perception of war is based on the protest and disillusionment of soldiers returning from Vietnam or the bitterness of Bosnia, the reaction of Major Howard's men seems like the last Imperial echo of an age of innocence. In the words of platoon commander Lieutenant Tod Sweeney: "We were really proud and excited to be chosen to make the first foothold in Europe.

"It was like being selected for the national rugby team, or walking out to open the innings for England at Lord's. We all glamourised the invasion as a great crusade, and all sorts of important people came down to watch us training. We had never seen so many red tabs on our lives.

"When we were on our way we celebrated with a cup of tea and sang 'Roll Out the Barrel'".

Though only John Howard knew the exact target, a force of 180, including 30 Royal Engineers, trained for a month to land six gliders as close as possible to the bridges, and on the narrow strip of wooded farmland between them.

Six men of the Glider Pilot Regiment were shown a "home movie" which was to play an important part in achieving what had to be a silent and pin-point approach.

Model makers produced an exact replica of the area - down to the last tree and ditch, and carefully tensioned bits of wire along what was to be their final flightpath. Then they slid down cine cameras to simulate the exact speed and angle the gliders had to take.

There was little room for error - and of course the powerless planes could not "go around again" for another try.

Too far, and they would crash against a 40-foot embankment. Undershoot, and they would impale the frail wooden Horsa gliders among a coppice of 50-foot trees.

In the space of five minutes on the night of June 5 all six gliders lurched into the air on 275-foot towropes trailing behind Halifax bombers, crossing the Sussex coast at Worthing. They were cast off from the bombers more than a mile above their French landfall, to rely then on the remarkable skills of pilots who had to fly literally by the seat of their pants.

The course set for Staff Sergeants Roy Howard and co-pilot Freddie Baake was an example of the skills necessary to give the operation any chance of success - and their passengers an even chance of survival long before they faced a single shot from the enemy. With the aid of a stop-watch, they flew 212 degrees for 90 seconds. Flying at 90 miles an hour, and descending at the rate of 1,500 feet a minute, they turned right onto 268 degrees for exactly one minute and 20 seconds, then turned left onto 212 degrees for the final approach. The "legs" had to be precisely 2 miles, 2.3 miles, and 0.8 miles.

At one stage, according to Roy Howard, the glider began to nosedive, and he had to alter the trim by asking two paras to move towards the tail. Yet, at 19 minutes past midnight, they landed just six yards from the spot they had been given back at Tarrant Rushton.

Just a few hours earlier, Major Howard's raiders had been sitting around their airfield swapping corny jokes and joining in the chorus of a few doubtful songs. They almost convinced each other that they had hardly a care in the world.

But every man was already at war with his own fears. Private Denis Edwards, just 19 years old, scribbled a diary which half a century later reveals how most of his comrades were really feeling that night.

Edwards, now of Penstone Park, Lancing, recalled: "The task that had been allocated to us seemed so great for a force so small. The prospect of initially being the only unit of the entire Allied forces actually in France was a daunting proposition.

"The very idea of carrying out a night time landing into the midst of the German army seemed to me little more than a suicide mission."

Four minutes before 11 pm the engines of his glider tug roared into life. "My muscles tightened. A cold shiver ran up and down my spine. I went hot and cold, and sang for all I was worth to stop my teeth from chattering.

"Someone yelled: 'Ang on driver, I'm on the wrong bloody train. I thought this one was for London. Let me off.'

"I experienced the most interesting psychological change. As I climbed aboard and strapped myself in I felt extremely nervous. I felt as if I was in some fantasy dream world, and that at any moment I would



wake up from this unreality and find that I was back in the barrack room at Bulford Camp.

"It was like some weird nightmare and whilst we laughed and sang to raise our spirits - to show each other we weren't scared - speaking personally I know was scared to death.

"Yet, at the very moment when the glider left the ground, whether some kindly guardian angel took my hand, I do not know. Total fright vanished and was replaced by sheer exhilaration. I felt extremely pleased with myself - on top of the world.

"It was almost as though I couldn't care less. I remember thinking to myself: 'You've had it, chum. It's no good worrying any more' The die has been cast, and there is nothing you can do about it." Then the glider hit the ground.

"There was a sound like a giant sheet of cloth being ripped apart. Then a God Almighty crash like a clap of thunder, and my body seemed to be moving in several directions at once.

"The noise ceased and was replaced by an ominous silence. Nothing and no one moved. 'God help me - we must be all dead' I thought. Then people began to stir in the glider's shattered interior. They smashed their way out through the fuselage and found themselves within a few yards of their target - Pegasus Bridge.

"As we reached the bridge, we let fly with rifles, hand grenades and light automatics. We shouted as loudly as possible to put the wind up the Germans and boost our own morale.

"A hidden machine gun clattered into life. We returned fire and just kept going with our platoon commander, Lieutenant Brotheridge, leading the way.

"The enemy machine gun fired another long burst, and Brotheridge fell to the ground. We were extremely upset, because he was a man for whom we had the greatest respect. He had never asked us to do anything that he would not do himself.

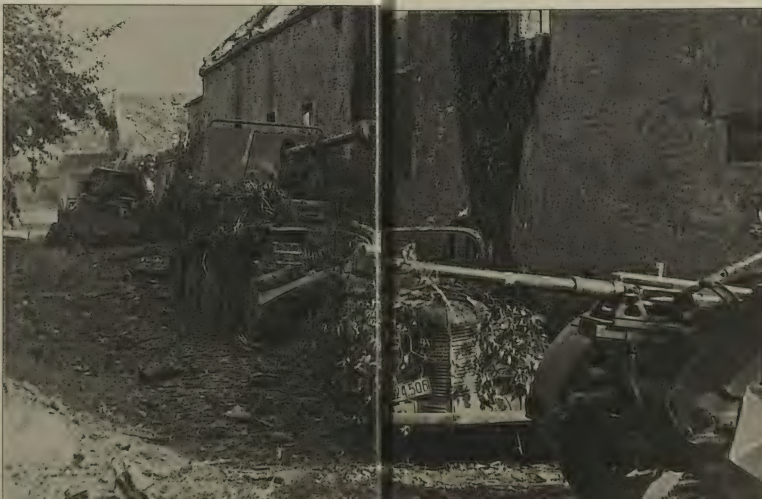
"It was typical of him to have been way out ahead of the rest of us in the flat-out charge across the bridge.

"As we got to the far side, the Germans jumped to their feet and ran like hell - scattering in all directions."

They had not gone far. By dawn, snipers had climbed trees and buildings with long-range and high-powered rifles. "Their accuracy was deadly. The first indication was a distant 'crack' as they fired. Then instantaneously one of our lads would crash to the ground."

On the first bump of their landing in France the gliders lost their wheels, slithering to a halt in a shower of earth, sparks, and bits of plywood. The nose

Major John Howard (above), who commanded the airborne attack on the bridges, with some of his men.
Left, wrecked German armour at Breville.



of Major Howard's glider was actually poking through the Germans' defensive wire. For a moment, he thought he had become the first casualty, being blinded in the crash. Then he realised his helmet had been rammed down over his eyes when his head hit the roof. He was to be glad later that his Para "bone dome" had so much spare room on top.

Five gliders were on target. The sixth had been taken way off course by its tug pilot, who had spotted the wrong river and cast them off over a bridge ten miles to the east. The Paras captured the bridge after a fierce fight before realising they were in the wrong place. They then had to battle their way back over the bridge and shoot their way through German lines to report back to Pegasus the next day.

Major Howard jumped from his glider to see that the "model" he had been studying for so long had materialised into the real thing. He was just 50 yards away from the distinctive tower of Pegasus Bridge -



and still the Germans had not fired so much as a warning shot. Surprise had been complete.

His men were on the bridge as the last two gliders crashed-landed behind them. Grenades were thrown into the guards' pillbox, and as the Germans were at last aroused a stray bullet took what was probably the first casualty of the invasion. Young Lieutenant Den Brotheridge, who led the charge over the bridge, fell dying from a throat wound.

Both bridges were taken and held with the loss of only two men dead and 14 wounded. Fifteen minutes after the first glider had touched down Major Howard was able to send the coded signal that both crossings were secure "Ham and Jam", shouted the radio operator. "Ham and Jam. HAM AND BLOODY JAM!"

A jubilant Tod Sweeney had been practising a speech which he thought would spread the historic news about the first house in France to be liberated. It was, appropriately, a pub - the cafe on what was to



The action at Pegasus bridge captured in paint by Major Gerald Lacoste, who as an amateur artist recorded several of the Normandy battles. Left, Paras on the move.

become Pegasus Bridge. He knocked excitedly on the first door he could see, took a deep breath, and declared: "Nous sommes arrives pour la liberation de la France."

But it wasn't quite like it has been portrayed in all the war movies, Sweeney recalls. "I had to step back bloody quickly when the lady of the house just slammed the door in my face.

"I thought that was a bit much, after we'd come to liberate them.. Then I realised what I must look like in my helmet and camouflage, with my face blacked up.

"Evidently the Germans had been about the area, in anti-invasion exercises, trying out the same speech to trap the locals into welcoming 'British' soldiers."

As the unit dug in to await the arrival of 7th Para, who were to relieve them, they heard and then saw an open Mercedes staff car speeding down the road from Ranville towards the Ome Bridge, which Sweeney's men were holding.

It turned out to be the German major who had been given the special assignment of guarding the bridges. Like many more senior officers that night, he had dismissed rumours of an impending attack.

With three other officers, he took his driver and staff car on a more interesting assignment, and they died with the evidence all around them. The car was scattered with lingerie, the remains of a luxury meal, and the smell of expensive perfume that even the acrid stench of cordite and an exploding grenade could not hide.

"We all started to fire at the car like mad" said Sweeney. "The major was still alive, and because he

opposition, they had still not arrived in strength.

From the west came the sound that they feared most of all - the earth-shaking rumble and sinister squeal of tanks on tarmac. It could have been the moment when everything started to go wrong, but for the arrival of Sergeant "Wagger" Thornton, of 6 Platoon. As four tanks moved towards the bridges he stepped forward with a spring-loaded PIAT "projector" which he had never before fired in anger.

The PIAT (Projector Infantry Anti-tank Mk 1) was designed to lob a 3lb hollow-charge grenade from a sprung tube 39 inch long at a muzzle velocity barely a tenth the speed of a conventional shell. It was issued as a replacement for the Boys' anti-tank rifle, and regarded by most soldiers with healthy scepticism.

"I think he just closed his eyes and pulled the trigger" said Sweeney. "The shell lobbed out slowly, but somehow he scored a bull's-eye. I don't know who got the biggest shock - us, or the crew of the first tank.

"It must have set off their ammo supply because it went up like a firework display. The rest must have thought half the British Army were waiting for them and pulled back. If they had just driven round the wreck, there would have been little we could do to stop them taking back the bridges."

By now the troops were beginning to think their luck was in, and used another PIAT to score what was probably the Allies' most bizarre naval victory. A gunboat appeared, apparently on its way to Caen, and began peppering the bridge with 20 mm cannon shells. This time Sergeant Godbold returned the broadside and hit the bow of the gunboat, which drifted to the bank to surrender.

But the Paras could do little against aircraft, and an unknown German pilot still does not know how close he came to disrupting plans for the Allied advance

had lost the bridges, and his honour, he indicated we should finish him off. Shoot him on the spot, he meant. The doctor gave him some morphine and we made him as comfortable as we could, but he died soon afterwards."

Though they now had both bridges firmly under control, their position was still tenuous. Because 7 Para had been scattered in their drop, and were meeting increasing

through the area. A bomb containing nearly half a ton of high explosive actually hit the bridge but bounced harmlessly away and to explode.

There was no rest for the men who had so spectacularly captured the bridges. Because the scattered parachute force was not able to occupy the high ground around the nearby Bois de Bavent, the Pegasus party were pinned down as they moved towards Escoville.

As they fought their way into the village they were met with a hail of mortar fire. Some of them lost their lives because of their inherent good manners and reluctance to upset the locals. Sweeney explained: "You have to remember that we had not been in battle before, and less than two days earlier we had been training in the English countryside. "The Germans were still firing from the other end of the streets, and knew every nook and cranny of what had been their training area for years. We could see the Panzers advancing through the fields in perfect formation.

"When the mortars came down, we tried to dig in among gardens and behind whatever walls we could find. What we should have done was to get inside the thick stone walls of the Normandy houses. But we didn't, because we did not want to alarm the village families. Because of that, I must have lost half my platoon to the mortars.

"Every time we knocked out a stone from a wall to fire back, a bullet would come straight through. I thought we had all had it. After all we had done on the bridges, we were given a real hiding by the Panzers.

"We felt like amateurs taking on a team of professionals."

John Howard came forward to see what was holding up his men. "He said 'Come on, Tod - get going' and I told him not to go near the wall".

"He said 'Nonsense - I'll go and see for myself' and I didn't follow him. He walked forward and there was a loud crack. I heard him say 'My God' and he came back - this time on his knees. A sniper had drilled a neat hole right through his helmet, fortunately a fraction too high.

"Even though he was the boss, I couldn't resist saying 'I told you so,' but he was too shattered to argue." There were to be six days of heavy fighting and the loss of hundreds of lives before the important ground around Breville was captured by elements of 3 Para Brigade, even though it was barely two miles from the site of the original glider landings.

Attacks from the east by German armour and infantry were so ferocious that they pierced the Allied lines. Elsewhere the German defensive units were diluted by ageing or foreign troops, but from their Breville start-



lines the elite 346 Grenadier Division, with tanks and self-propelled guns, launched no fewer than six attacks on the battle-weary 9th Parachute Battalion.

At one stage the position in the area was so critical that the wounded Brigadier James Hill, commander of the Brigade, took on the role of a humble company commander with the 1st Canadian Parachute Battalion to lead a charge.

The final push through the village itself cost eight officers and 133 of their men, but it proved decisive because the enemy made no further counter-attacks.

Later, the Germans even tried psychological warfare, using leaflets and loudspeakers in an effort to undermine Allied morale and regain lost ground. One leaflet declared: "British and Canadian Soldiers!! Do you know what is going on in England? Germany's new terrific weapons are in action against London and Southern England. London is in flames for days, now. If you don't believe, go over the hills nearby and look for yourselves. At night, you can observe the Great Fire." Official records say that the troops had "an appropriate answer" - to the point, and sometimes as short as two words.

British soldiers (or at any rate those from South of the Border) claimed that the Allies started the psychological campaign, when on June 6 the Germans were faced with the rare triple-barrelled



Dudelsackpfeifer. To this day, visitors are still told of The Mad Piper of Normandy who marched to the relief of the men on Pegasus Bridge, where his Dudels still hang in the museum.

Armed only with his pipes and the chanter he bought for 12 pence on a day trip to Glasgow when he was sixteen, Bill Millin marched in at the head of Lord Lovat's Commandos. He returned sniper fire with a piercing version of *Blue Bonnets over the Border*.

There was an element of truth in the German propaganda. One week after D-Day, Hitler ordered massive retaliation against British civilians and launched a blitz of more than 2,300 flying bombs over the London area, killing or maiming nearly 6,000 people - about the same number of casualties as those suffered by the Allied invasion forces on D-Day.

The 7,000 men who landed with 6th Airborne reported 4,450 killed, wounded or missing in action by the time they arrived back in England at the beginning of September. Their battle ended with an advance of 45 miles in nine days before the Germans were pushed back to the Seine. The Airborne liberated over 400 square miles of France, and took 1,000 prisoners.

Inland the position was evenly poised. The British had been given the ambitious task of pushing over 20 miles inland by midnight on June 6, taking Caen in the process. That key city did not fall for a month ■

Bill Mullin (left) the piper who led in the Commandos of Lord Lovat (right) to reinforce the bridge for the crossing of British armour.





Paras attacking the Merville battery, painted by Major Gerald Lacoste

Silent Guns

A “grade A stinker of a job” was the silencing of the well-protected big guns of the Merville battery, which threatened the landing beaches.

The guns of the Merville battery seemed invulnerable as they lurked beneath massive concrete casemates, their muzzles pointing out to sea across a shelving beach. They frowned over a stretch of sand which was then anonymous, but which within hours was to be known to the world as Sword - the extreme eastern flank of the Allied invasion.

If the guns had fired, they would have swept an area in which thousands of British and Canadian troops would be wading ashore. The Paras were chosen to put the battery out of action.

Lieutenant Colonel Terence Otway, DSO, knew that for many reasons he had to keep the assign-

ment a close secret - so secret that even he, the commanding officer of the 9th Parachute Battalion which had been selected for the task, was not at first told where it was. Any leak of the name Merville would not only have revealed the objective but could also have alerted Hitler's commanders to the fact that the invasion was to be in Normandy and not, as they had convinced themselves, in the region of Calais.

Eight weeks before the attack Otway was recalled from leave to be given what Brigadier James “Speedy” Hill, commander of the Third Parachute Brigade, described as a “grade A stinker of a job.”

Otway was driven to a remote and heavily guard-





Paras embarking preparatory to the operation against Merville. Of the eight assault gliders taking part only two landed.

blasted barbed wire apart with "Bangalore torpedoes" - metal tubing packed with explosives which were fused and then pushed through the entanglements. Some specialists who were to land by glider practised blowing dummy guns to pieces by clamping together two sections of what looked like huge cheeses, but which on the night would be powerful charges.

Five gliders were to land with vehicles, explosives, heavy weapons, Bangalore torpedoes, mine detectors, safety tapes and many other items vital to the success of Otway's plans. Another three gliders were to land within the battery itself, carrying the shock troops who would reinforce colleagues simultaneously fighting their way in through the battery's defences.

ed farmhouse near Netheravon, the unlikely headquarters of the 6th Airborne Division, where he was locked into a room and left alone. On a raised stand about 10ft square was a model whose beauty of detail did nothing to hide the enormity of the task he had been given.

The four massive gun emplacements of the battery lay behind a deadly spider's web of barbed wire and minefields, with every inch of any possible attack route covered by nests of machine guns. The model had been prepared from aerial photographs and was updated so meticulously and so speedily that any new building work or addition to a cavernous anti-tank ditch would appear overnight.

Otway still did not know where it was, but he recognised the problems.

Brigadier Hill had promised him a free hand, but probably did not anticipate what was to happen to a local beauty spot around Inkpen Ridge, near Newbury, whose citizens suddenly found their traditional walks lined with sinister skull-and-crossbone signs declaring "ACHTUNG MINEN!" Otway had decided that the only way to ensure success was to rehearse the battle within a full-scale replica of the real thing.

Civil servants told him it would not be possible, that he would have to get agreement from no fewer

The Merville guns had been pounded by RAF bombers before the gliders moved in, but immobilising them was still a stinker of a job, in the words of the Brigadier Commander, James Hill.

than seven endlessly squabbling Ministries. It was an attitude Otway had experienced during a recent spell with the Director of Operations in Whitehall, but as his duties had included the briefing of Winston Churchill's advisers on the progress of the war he had made some powerful friends, and it was not long before earth-shifting equipment from all parts of the country began arriving to create the shape that had been burnt into his mind during his hours of study at Netheravon.

Soon Otway was absolute ruler of nearly 50 acres of Berkshire. Not even civilians could move in the neighbouring villages without his personal pass, and anyone who questioned his authority was warned that the troops were using live ammunition, which indeed they were. For two weeks his 650-strong battalion practised until they were dropping from fatigue, then did it all again. They carried out nine attacks using live ammunition, five by night and four by day.

They inched their way through minefields, leaving a white taped safety path for others to follow. They

By this time, it was hoped, the defenders would have been reduced to near-surrender by a massive RAF raid involving more than 100 Lancaster bombers whose loads were thought heavy enough to pound the area to rubble.

Nothing, it was believed, had been left to chance. But nothing went as planned, and some things went wrong even before D-Day.

Not until 10 days before take-off did Otway reveal to some officers the location of their target - and then under strict orders that it should not be passed on until he gave permission. But one young lieutenant failed to observe this instruction, and openly briefed about 30 soldiers in his platoon. It was a blunder that Otway still believes could have compromised the security of his operation, but he decided that it was too late and too risky to bring in another officer.

Then there was an accidental tragedy which could have had a serious effect on morale. Six soldiers who had been camping next to the 9th were killed when a box of grenades exploded.

Finally, as the battalion was psyched up for take-off on June 4, they were told that the operation had been cancelled because of bad weather. The men trooped disconsolately back to their dripping bell-tents, where officers and NCOs had to try to revive their spirits and maintain their resolve, not knowing that the delay was to last only 24 hours.

When, on the night of June 5-6, the operation was finally launched, it was accompanied by a series of further disasters. Some of the gliders disappeared, and even today no one knows exactly what happened to them. Some tow-ropes parted over the Channel. One glider pilot had enough height to turn back and crash land near Eastbourne, where the confused and airsick Paras deployed with bayonets fixed, thinking they had landed in France. Others simply landed in the sea and were never seen again.

In the end only two assault gliders landed. One, which crashed near the Merville battery, was already on fire as it came in, the swoosh of its final approach being almost drowned by the cries of a Para near the tail who had been turned into a human candle by ground fire that ignited the flame-thrower he carried on his back. Half of those on board were killed or badly injured. The other glider landed more than three miles away.

The Paras who jumped from conventional aircraft fared little better. The 9th Parachute Battalion was part of a massive airdrop of about 7,000 men being ferried across to France in a motley collection of about 400 aircraft, many of them flown by transport



and freight crews with little or no experience of combat. And the Eureka beacons which pilots had been told would lead them to the dropping zones were nowhere to be seen, the beacon containers shattering as they hit the ground.

Men already airsick were thrown around as pilots took avoiding action against tracer and shell-bursts. Crews who decided to go round again in search of the dropping zones flew into the paths of following aircraft. The river Orne was mistaken for the river Dives and the estuary of Ouistreham with Cabourg, and adding to the confused appearance of the ground below were man-made lakes and swamps which Rommel had flooded against the likelihood of just such an attack.

Even in good conditions a "stick" of 20 parachutists could be spread for some two miles when they landed. With winds blowing at up to 20 knots that night the spread was much farther.

Some of the men who landed on dry ground were as much as 30 miles from their expected dropping zones. For those who had a wet landing the next few hours were a nightmare.

Hundreds died as they plummeted down, carrying at least 60lbs of equipment, into the silt and mud. Those who were struggling to escape could only try to ignore the cries of the men who were drowning.

Those Paras still in the air were having trouble trying to jump to join their colleagues. Aircrew who were lost, or who had overshot their targets, and who tried to turn their planes for home, were forced back into the dropping zone by angry Paras who in some cases drew their weapons to persuade the pilots to change their minds.

On the ground men of different units and even different countries were joining up to try to make the best of a every bad job. A Canadian found himself press-ganged by one of the 9th Para's officers, and still remembers the wrath of a British colonel at what he was denouncing as RAF incompetence.

The colonel was Otway, who had already had a narrow escape when he landed against the side of a

building which turned out to be the local German headquarters. When German soldiers came to the window to shoot him as he stood wretched in harness a quick-thinking British soldier, who had landed nearby, picked up a brick and hurled it through the window. The Germans leapt for cover, convinced they had only two seconds to shield themselves from a grenade. By the time they raised their heads Colonel Otway and his saviour had vanished into the night.

Otway had good reason to be both angry and frustrated. Out of a highly-trained and balanced force of 650, the bare minimum he thought would be required to take the Merville stronghold, only 50 had made it to the agreed gathering point by 0130. Half an hour later, the scheduled moving-off time, there were barely 100. He waited until 0215 but gathered only another 50, and none of the Royal Engineers, whose job it was to destroy the guns with special charges, was among them. But he could delay no longer.

Timing was critical. If Otway did not give agreed signals by dawn that the objective had been achieved the whole area would be devastated by broadsides from the massive guns of warships waiting offshore. The chances of any Para surviving would be slim. And the failure of the RAF to knock out the battery from the air suggested that indirect fire would not by itself be capable of silencing the battery before the troops hit the beaches.

Staff College wisdom at that time was that any unit attacking a well dug-in enemy needed an advantage of between four and six to be sure of success. Intelligence reports on the Merville garrison indicated that the Paras should have at least 700 men on the start-line.

Otway only had 150, and no mortars, mine-detectors or radios, nor specialist explosives experts. His group could muster only one Vickers machine gun, a few light Brens and whatever personal weapons and ammunition they could carry. But, says Otway, "it was a question of move off, or give up. The Parachute Regiment giving up is not an option."

Before moving off they searched among scattered containers and found 20 Bangalore torpedoes, and were cheered by the fact that an advance party comprising Major George Smith, Captain Paul Greenway and Company Sergeant-Majors Dusty Miller and Bill Harold had managed to do a complete survey of the battery without disturbing the guards. Under the muzzles of the machine guns they had cut two lanes through the perimeter wire, crawled through the minefield clearing booby traps and anti-personnel charges with their bleeding fingers, and carefully marked paths with the heels of their boots (having no white tape) in preparation for the main assault. Their main gripe was that, in missing the battery, the RAF had almost blown them into Kingdom Come.

Left with so few soldiers and weapons, Otway decided to concentrate on two assault paths, each of which was to be stormed by two teams. He was about to give the order to attack the garrison, which thankfully appeared still to be asleep, when his party was spotted by a passing

German patrol. The battery awoke, machine guns opened up and the Paras found themselves negotiating the minefield under withering fire.

In an action that was to earn him the Military Medal, Company Sergeant-Major Sid Knight took one soldier and a Sten into the perimeter of the battery and silenced three German machine guns. In the chaos that followed the Paras fought their way to the four casemates but lost 70 men before the Germans surrendered.

As distant German units began to lay down an artillery barrage on the battery they apparently considered lost and occupied, Otway ordered his men to withdraw. They took their wounded to makeshift hospitals on enemy shell sledges. Lieutenant Bobbie Marquis a medical officer had been left without his equipment in the scattered drop, and saved lives with razor blades instead of scalpels. In Captain Harold Watts's makeshift surgery the operating theatre was built from ammunition boxes.

When their German prisoners maintained that they could not remember a quick, safe path through their own minefield Otway simply put about 20 of them in front. Their lost memory was miraculously restored.

Still looming was the threat of the naval bombardment, due to start at 0530, an hour and a half before the British and Canadian troops would be wading ashore. All the Paras could do was fire off a yellow flare with a Very pistol, in the hope that someone would see it. For

Colonel Otway's Paras had to complete their attack by 0530, when naval ships were due to bombard the area from the Channel. Later the Paras faced six days bitter fighting to hold Chateau St Come (left)





British and Canadian troops began to land on Sword beach at 7 a.m. Though they suffered heavy losses these would have been much greater had the Merville battery been working when the invasion began. But the guns were silent, thanks to the Paras.

what seemed the first time that day their luck was in: the flare was spotted by a lone reconnaissance plane.

A pigeon was also released by Signals Officer Lieutenant James Loring to carry the information back to London. There were jeers as the bird, no doubt as confused as everybody else by the night's events, headed off in the direction of Germany. However after a couple of circuits its navigation system seemed to clear itself and the pigeon flew safely through the D-Day clouds of gunfire to reach its loft in Whitehall. Its arrival was reported by the BBC and the bird won its own equivalent of the VC for its heroic flight back to Britain.

The 9th battalion was less fortunate. Instead of the comforts of home they were to face six days of bitter fighting to hold the Chateau St. Come and its commanding heights against an overwhelming German counter-attack. At its strongest Colonel Otway's force reached 297 men, and took another 120 casualties.

Today, long after the heroic battle that silenced them during the initial D-Day landing, there are minor mysteries about the guns of Merville. British intelligence reports, on whose strength the top-priority attack was ordered, speculated that such massive emplacements must house very big guns. Secret orders prepared for the operation reveal that the Allies thought they might fire shells with a calibre of 150mm, or just under six inches, which could carry 100lb of high explosive for over eight miles, and which would thus have been capable of devastating the invasion beaches.

In fact the guns were less potent veterans of the First World War, having been produced at Czechoslovakia's Skoda works in 1916. On wheeled limbers designed to be hauled into action

by horses rested barrels with a calibre of 100mm.

The other question that has been raised is that of how much damage was done to the guns before the Paras withdrew. Alan Jefferson, who was wounded while serving as one of Otway's lieutenants during the assault at Merville, later put together a version of the attack as described to him by surviving Germans who were defending the garrison. According to their account it proved possible, when they got back into the battery, to re-use at least some of the guns. It is a fact that shells later fell on Ouistreham harbour, when it was occupied by British forces, and that a further attack had to be launched against the Merville battery because it was reported that some of these shells came from that direction.

But it is also a fact that no shells were fired on the beaches from the battery during the initial landings. Colonel Otway, in his official account of the Airborne Forces in the Second World War, records that, in spite of losing most of their equipment "the battalion penetrated the minefields and outer wire defences of the battery in face of heavy enemy fire, and finally assaulted and overran the position, destroying two out of four guns completely and rendering two useless for 48 hours."

To the author Colonel Otway said: "My orders were to destroy or neutralise the battery before the rest came ashore. And that is what we did. Because of the efforts of my men the first waves arrived without a single shell being fired from Merville."

One of his NCOs, Colour Sergeant Harold Long, who led one of the assault groups, said: "We lost about 80 killed and wounded in the battle, so by that time we were very weak. No explosives had arrived, but we had to silence the guns. We damaged and destroyed them in any way we could." ■



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Nightingales have

Trained nurses flew in specially-equipped Dakotas to ferry the wounded back to Britain from Normandy and beyond. Known as Nightingales, they followed close behind the fighting and often came under fire.

As they fought their way through the battle-scarred landscape of Normandy, the men of the Airborne forces had learnt to expect anything from a German tank to a bloodstained British brigadier going into action on a battered bike. What they did not expect to see were three pretty girls in RAF uniform strolling down a notorious "snipers' alley".

The word was passed like lightning down the marching line:

"Blimey - it's wimmin!" The Nightingales had landed.

They were the girls who were to become flying angels to the thousands of sick and wounded whose lives often hung on the slender chance of a quick flight back to Britain from the battlefields of France. They call themselves *"The Forgotten Few"* because, after so many years, the authorities have yet to honour a





Left, three of the first nursing orderlies to fly to France - (l to r) Leading Aircraftwoman Myra Roberts, Corporal Lydia Alford and Leading Aircraftwoman Edna Birkbeck. Above, a 1944 illustration of the interior of the aircraft fitted out for the transport of 18 patients. The flight home would take nearly two hours, during which the nurses (right) would dispense oxygen, morphine, and cups of tea.



landed...

promise that their bravery and dedication would be rewarded with a simple blue badge of courage which to them was beyond price, but which would have cost the taxpayer tenpence a time.

The Nightingales were an experiment which was to prove a huge success in helping to get serious casualties back to hospitals in Britain in time for life-saving surgery that could not be carried out in field hospitals. Trained nurses, they flew in specially-equipped Dakotas, ready to give morphine and other help to men traumatised by their injuries.

Because they flew out in aircraft packed with ammunition and other war material the Government decided that they could not qualify for the protection of the Red Cross insignia. As a result their lumbering Dakotas were fair game for any Luftwaffe fighter pilot and for the ground-based anti-aircraft gunners.

Once landed in France, where they worked at crude

air-strips well within range of enemy snipers, the Nightingales were at first allowed to don a Red Cross armband identifying them as non-combatants. Later, for some reason that was never explained to them, this advantage was withdrawn, as were the Spitfires which had accompanied their early flights.

After the Normandy battles the Nightingales helped to airlift nearly 10,000 sick and wounded back to Britain, and within five months of their first operation the number had risen to almost 50,000. They continued to follow close behind the action - into Holland, Arnhem, Belgium, then into Germany itself after the bloody crossings of the Rhine.

Not everyone welcomed the idea of taking women so close to war in this way. One of the Nightingales, then Leading Aircraftwoman Edna Birkbeck, who stood just over 5ft tall in her RAF socks, recalls one pilot from RAF Blakehill Farm, near Swindon, who





A Canadian hospital in England, to which many of the stretcher cases and walking wounded were brought from Normandy

seemed determined to keep women in what he considered to be their rightful place. During training flights, she says, "he would climb, plunge, and do awful things with the aircraft to try and make his nurse so ill that she would not be able to fly. He wanted to show that flying was a man's job, but it just made me more determined to qualify. In the end, everyone realised that we were there to stay."

But she confesses that she did have some doubts when one of her planes caught fire as she sat among hundreds of jerry-cans containing many thousands of gallons of petrol.

"The pilot managed to feather the blazing engine, but by then we were too low to make a proper landing on the airfield. He tried to regain height, but it was too late and we crashed at the end of the runway."

Horrified observers on the ground expected to see the Dakota explode into a fireball. But by an amazing stroke of luck Edna and the crew managed to get out, and no petrol reached the red-hot engine.

Once in France the Nightingales had to take their chances about when they might see England again, and Edna recalls the irony of taking off with wounded from great fields of poppies, symbol of the suffering for many of the soldiers' fathers who had fought over the same ground in their own war 30 years before.

The Nightingales were constantly amazed by the courage of their patients. "Of the hundreds I helped

to bring back home," Edna says, "I can't remember a single complaint. Soldiers who had lost arms or legs were even joking about it, and seemed to be more worried about their mates.

"They asked for only two things. The first was to be told the moment when they were over England." And the second?

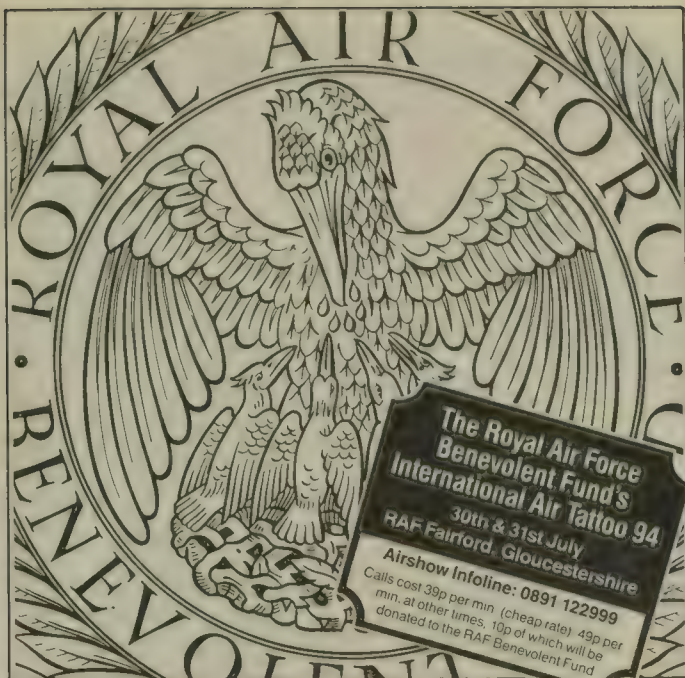
"Well, I could give them oxygen and morphine, but I think that what helped them most was a good cuppa. Whatever else was in my medical kit I always made sure that there was room on the plane for a huge vacuum container of tea. They seemed to believe, then, that everything was going to be fine."

The Dakotas they returned in were frequently in range of snipers, whose quality of aim was only too evident from the number of holes found in the aircraft when they got back to RAF bases in Britain.

Edna explains why the Nightingales came to regard themselves as The Forgotten Few. They had been told that they would be able to share the cherished half-wings of male air-crew members. But though they flew in combat zones for around 500 hours - more than some Battle of Britain pilots - they were in the end never able to spread their wings.

Edna herself, though, brought back a far more cherished souvenir from Normandy - Wireless Operator Lyn Morris, with whom she settled down to many happy years in Civvy Street. ■





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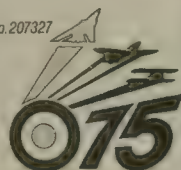
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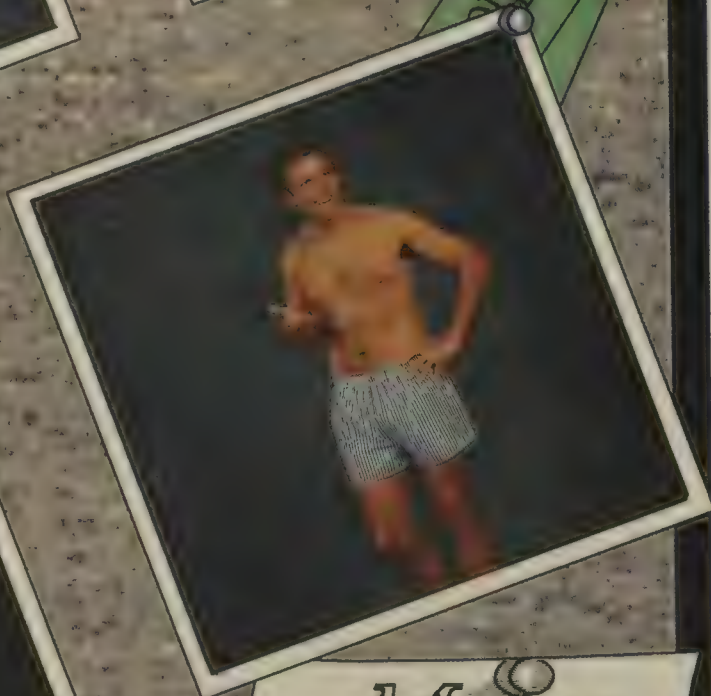
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Behind Enemy Lines

Veterans of the Parachute Regiment solve an old murder mystery and recall some of their experiences on the battlefield: maintaining Mess traditions amid flying bullets, commandeering bicycles, eating chocolate only by order.

The tiny roadside shrine and its tribute of summer flowers will be passed unnoticed by the thousands who make their pilgrimage to the battlefields of Normandy in coming weeks. But it is a clue to a murder mystery which has at last been solved by veterans of the Parachute Regiment who, after nearly half a century, were still uneasy about the loss of two of their comrades.

And, in a classic showdown which would have seemed improbable were it to be scripted even into a television thriller, the German commander whose troops were guilty of two brutal killings was confronted with the evidence as he sipped tea at the famous Pegasus cafe - which the men of the 6th Airborne Division had long made their own.

In an action whose importance has sometimes been obscured by the more famous landings at Pegasus and Merville, it was the D-Day assignment of an independent force, the 8th Parachute Battalion, to destroy bridges far inland. Their role was necessary to protect the invasion forces from a possible full-scale armoured counter-assault from the east, where the overwhelming German reserves lay.

Two young members of the battalion signal platoon, Private Arthur Platt, 24, and his 21-year-old friend Private Tom Billington, were among 40 soldiers chosen for a perilous task that night. Well before the landing of the main force they jumped into enemy lines to set up vital homing beacons and a flarepath for the 760 men who were to follow in six Horsa gliders and 37 Dakota aircraft.

The two men landed safely, but before they could complete their job they fell into the hands of a German patrol which, as subsequent inquiries revealed, was made up from members of 6 Company of the 125th Panzergrenadier Regiment based in nearby Touffreville. It was bad luck, and the two Paras had no choice but to surrender.

They had every right to expect the treatment laid down for prisoners of

war in the Geneva Convention. Instead they were taken down a farm track and shot through the back of the head.

At that time, there was no fighting, and the patrol could not make smokescreen claims that the men died in action, or by a mistake in the fog of the battle which was soon to follow. The crime could have gone undetected if there had not been a chance witness. Mme Yveline Langevin happened to take an early morning stroll down the lane, and saw the bodies before they could be removed. She told her neighbours at Touffreville.

Four days later, while the 51st Highland Division was fighting its way into the area, the Panzergrenadiers carried the bodies two miles to a field near Demouville in an attempt to bury the evidence. Private Platt's grave was found, and he was eventually re-buried at Ranville war cemetery. No grave for Private Thomas Billington has ever been discovered, but his name has now been added alongside that of Arthur Platt on the little roadside memorial erected by villagers near the spot where they fell.

The atrocity would have faded with the memory of the ageing townsfolk of Touffreville had it not been for Arthur's son John and retired general practitioner Tony Leake, who jumped as rifleman Leake that night, and has since become the unofficial historian of the old 8th Parachute Battalion.

Arthur's family in Wales had been told simply that he died "in action". For years his son had been trying to discover more, and was given clues by a local French official. With Tony Leake, he searched wartime records and traced not only the whereabouts of German units, but the identity of their commander.

That is how John Platt, a modest coach driver, interrupted the Pegasus tea party of the famous Colonel Hans von Luck, former leader of a ruthless battle group, holder of Germany's coveted Cross in Gold, the Iron Cross First and Second Class, and veteran of



Nazi campaigns in Poland, France, Russia, North Africa and Berlin.

John said: "The Colonel was being treated as quite a celebrity. When I walked up to him with the evidence he went three shades of white. He seemed very shocked that someone knew about the incident.

"He agreed that he remembered two bodies being moved, but denied it was murder and said his men had been ordered to fight a fair war. When I asked if that included shooting prisoners, he said that his men had to defend themselves but might have 'over reacted'. He said that he knew nothing about a decree from Adolf Hitler that captured members of the Parachute Regiment must be shot as spies and saboteurs. I told him he must have been the only soldier in Normandy on either side not to have heard the order.

"He seemed annoyed that this had come up just before the 50th anniversary visits and did not want anything to harm his image in Britain. "I did not want revenge, only the truth. The evidence is in Regimental records for ever, for historians to see. I feel now that Dad can rest in peace."

In sharp contrast to German troops who had been trained for war as teenagers, many British squaddies were, at the start, little more than civilians in uniform. The 8th Battalion was newly formed of men who had not heard a shot fired outside their training ranges.

Tony Leake was typical of the thousands who were to have their baptism of fire in Normandy. In 1941, when he was just 16, he left his school classroom each evening, drew a .303 Lee-Enfield rifle from the Home Guard armoury, and went to guard the local gasworks

Having lied about his age he enlisted, like many of his pals, well before his eighteenth birthday, but was turned down for glider pilot training because of his bad eyesight. He did not want to lose a place in the Parachute Regiment for the same reason, so managed to memorise the test card as he stood in the recruiting queue.

From then on, whenever he jumped, he had to fix his spectacles to his ears with sticky tape.

On June 6 there was what he describes as "chaos" on the two-hour flight from an airfield at Blakehill Farm, near Swindon, as his packed Dakota climbed, plunged, and swerved to avoid enemy anti-aircraft flak. But that was nothing to what the men of 8 Para were to meet later.

Their briefings should have left them with few illusions about the night ahead. Just before they climbed aboard their aircraft Brigadier James Hill, commander of their parent 3 Parachute Brigade, told them frankly: "Gentlemen, in spite of your excellent training and orders, do not be daunted if chaos reigns. It undoubtedly will." And it did.



Small groups of Paras, uncertain where they were, nonetheless kept the war going by harassing German troops wherever they could, as in this raid at Troarn, recorded by Major Gerald Lacoste

Below right, Colonel Alastair Pearson, described by the Colonel-in-Chief of the Regiment as "one of the great leaders of the Second World War."

The Brigadier himself was certainly not immune. He was dropped with his men into a flooded area of the River Dives valley, and struggled for four hours to reach dry land with a handful of stragglers. Shortly afterwards, only he and one other survived a bombing attack which killed 30 colleagues, though he lost much of his backside to razor-sharp shrapnel. He learnt later that he had been bombed by his own aircraft.

Hill managed to make his way back into action by commandeering a lady's bicycle, balanced and pushed along by a helpful Para. He was out of the war for only the three hours it took him to recover from an emergency surgical operation.

His 8th (Midland Counties) Battalion was among the vanguard of all Allied assault troops. They were to land in an area remote from the beaches, about four miles east of Caen, under the leadership of the legendary Lieutenant-Colonel Alastair Pearson.

Once more, against the odds, they managed to achieve their objectives. But as Tony Leake freely admits: "We would have followed the Colonel anywhere. If he hadn't been in charge, it is quite likely that we would have been eradicated in the first five days by the Germans who surrounded us."

Alastair Pearson had already become something of an expert at not being eradicated by Germans, though he had seldom been reluctant to return that deadly compliment. Still in his late 20s, he was already a vet-

eran of campaigns in North Africa and Sicily, with a DSO and three bars as well as the Military Cross, all awarded for bravery and personal leadership under fire.

He had assumed command of a disillusioned unit plagued by ill-luck and training tragedies which cost the lives of more than 20 men. Within six months, starting with a spate of officer sackings and inspired other-rank promotions, he worked them up to a state of readiness and initiative which was to prove decisive.

As predicted by Brigadier Hill, things began to go wrong from the start. Most official histories say their objective was to blow three bridges over the Dives - two at Bures and the other at Troarn. They carried lifeline links across an otherwise impassable and marshy area which had to be denied to German armour.

In fact there were five bridges - the others were at Varaville and Robehomme. But from the balanced force of around 700 which took off from England, only 140 landed on the target dropping zone at Touffreville. And they did not include most of the Sappers, 120 in all, who were to blow up the bridges.

In the meantime there was a job to be done, and the defenders were not going to wait for the Paras to get their act together.

Pearson and what was left of his force had no way of knowing where they were, and had to get on with the war with whatever they could gather. As they made their way towards the bridges, he decided to leave behind Lance-Corporal Stevenson and four men with three primitive PIAT anti-tank weapons, which could project a shell only twice the length of a cricket pitch.

That tiny group was to have a decisive influence on the entire D-Day operation. Within minutes, German armoured carriers rumbled into sight for what could have been a devastating counter-attack in the densely forested area of the Bois de Bavent.

The Paras' training had been so effective

that each of their three projectiles sent a carrier up in flames. The rest fled.

Tony Leake said: "A lot of men who had been dropped in the wrong place managed to reach us, but we were never up to a strength of more than about 300. Colonel Pearson gave the order to keep moving around the area, and to send out strong fighting patrols.

"As a result, the Germans estimated that we had a force of around 2,000 instead of a half-strength battalion. In reality a few Nazi Panther tanks could probably have swept along the same road. They would have gone straight through to the bridge over the River Orne at Ranville and to Pegasus Bridge.

"There, they would have wiped out the small airborne bridgehead, because there were very few anti-tank guns available at that time."

As it was, the 8th Para and their scattered Sappers were able to reach the bridges and destroy them in time to prevent German tanks moving up.

Colonel Pearson's men held out for ten days, relying on air-dropped supplies, before the main invasion force fought their way through. In that time, there had been a series of audacious attacks on the German garrison at Troarn and in the surrounding countryside. The action undoubtedly pinned down many hundreds of German troops who might otherwise have been deployed in attempts to sweep the Allies back into the sea.

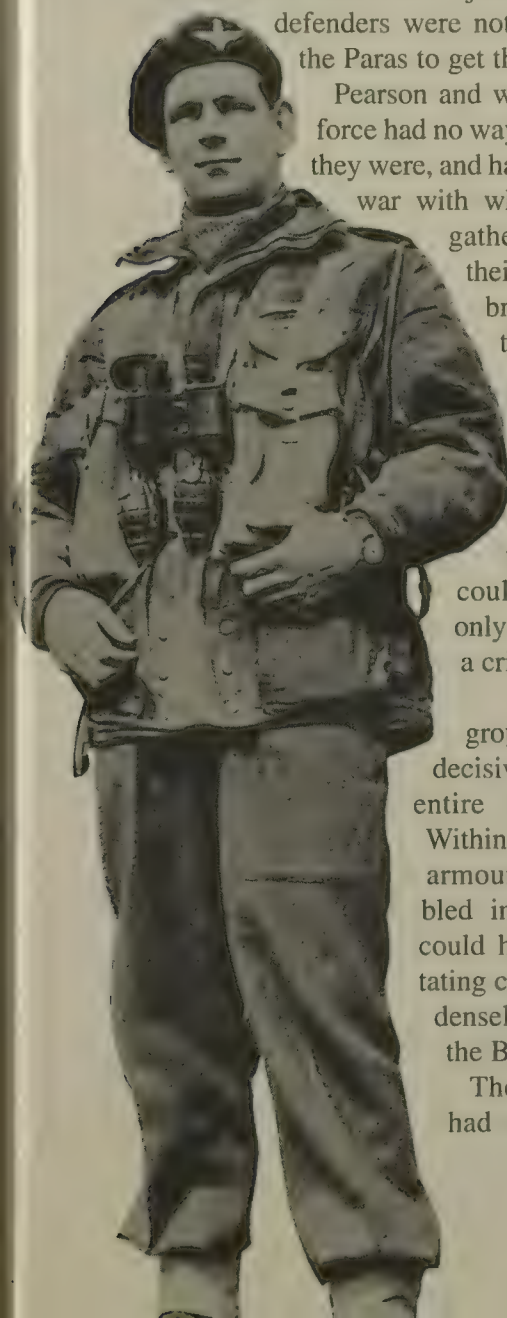
Normandy was to prove the last battle for Alastair Pearson, who has been described by the Prince of Wales, Colonel-in-Chief of The Parachute Regiment, as "one of the great leaders of the Second World War."

His leadership was a volatile mixture of raw courage, warrior intuition, and a determination never to suffer fools gladly — whether they were among his own soldiers, or those placed above him. It was a temperament and strategy which in peacetime would sometimes have meant outraged questions in Parliament.

Near Troarn one of his soldiers was careless enough to jump into a vital dinghy with bayonet fixed, sending it to the bottom of the river before the incredulous eyes of the Colonel and his rescue team. Pearson waited until the dripping wretch had climbed onto the bank, then with a mighty kick up the backside, launched him straight back into the water.

The soldier realised that, even under fire, this was not a method of discipline approved by the War Office. Not even the notorious American "Blood-and-Guts" General Patton had been able to get away with striking a soldier.

"You can't do that, Sir" he protested. "It's against



King's Regulations. I'll complain to the brigadier."

Pearson was unabashed. "You can complain to General-bloody-Montgomery himself" he snapped. "For your stupidity, you can stay here until we come back, and guide us across the river again. And if a German patrol comes to find out what all this bloody row is about, then good luck!"

The colonel, whose health had already been undermined during his North African campaign, had to leave the regular army soon after the war. When he became critically ill Julian James, who served with the Parachute Regiment in the Falklands and in Northern Ireland, was asked to make discreet preparations for a fitting regimental tribute. Once more Pearson was to prove that reports of his imminent demise had been grossly exaggerated, graduating quickly from the hospital's critical list to turn Julian's proposed obituary into a fascinating biography, *Fierce Quality*.

The book recalls how, two days after landing in Normandy, Pearson heard that 14 survivors of a crashed Dakota were sheltering in a barn at the other side of the River Dives. Characteristically, he decided to lead a 20-man rescue mission through enemy lines

Pearson found that none of the wounded crash survivors could walk, and a Frenchwoman looking after them said there were no animals to pull the only means of transport, a huge farm cart. Pearson loaded the wounded, strapped himself between the shafts and with the help of his men pulled the cart rumbling and squealing like a tank through cobbled and otherwise silent villages.

They managed to evade German patrols, but he knew his men well enough not to risk approaching his own lines unannounced. That is why puzzled French villagers still speak in awe about a group of crazy British soldiers who woke them one night with a rousing chorus of "Roll Out the Barrel" in the middle of the German occupation.

As Pearson knew, there was even more risk in trying to keep quiet. "Just as well you let us know, Colonel" said one corporal. "We thought you were a tank and were all set to knock hell out of you."

Unpredictable and unconventional as he was, there were some conventions he was not prepared to compromise.

He insisted that the Nazis should not be allowed to remove all the civilising influences and traditions of the British officers' mess. He set up tables in an old farm shed, where he not only had his batman serve breakfast each morning, but insisted that all officers not actually fighting at the time should join him.

Captain Denis Kelland recalled that one day there

was the chatter of a Spandau machine-gun, and a hail of bullets came through one frail wooden wall, whistled between the diners, and went out the other side. In a split second the battle-weary officers were cowering under the table. All, that is, but one. As the sounds of firing died away, they could hear above their heads the leisurely rhythm of a knife and fork as the C.O. finished his meal. He waved away their desperate invitation to join them.

"Och" he said. "Ye canna dodge a bloody bullet."

And what of young rifleman Leake? He survived the main event unscathed, but his luck was soon to run out. In a rear rest area near Pegasus Bridge, he watched as an approaching aircraft apparently flashed welcoming signal lights at him and his mates. Only when the ground began to seethe around them did they realise that the lights were blazing machine guns in a strafing German fighter.

Leake was wounded in the hand, and reached a slit trench a split-second before a comrade who tumbled in on top of him, torn apart by a cannon shell.

Shortly afterwards, as the battalion moved east, Tony Leake was shot twice in an ambush and sent back to England to recover for his next battle - the storming of the Rhine. So he did not need to use the remarkable "escape kit" which had been thoughtfully provided by the Army to meet all emergencies should he ever have fallen into enemy hands.

It was hidden among a Para's jump-load which included a Lee-Enfield rifle, 110 rounds of .303 ammunition, two Bren-gun magazines, two Mark 36 "pineapple" grenades, a Mark 75 anti-tank grenade the size of a phone book, a pick and shovel, a trenching tool, rations and mess tins, a towel, spare socks, "stealth" overshoes to cover clattering hob-nail boots, a fighting knife, water bottle, gas mask and sweater.

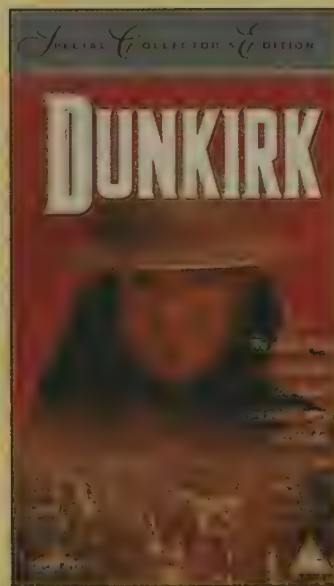
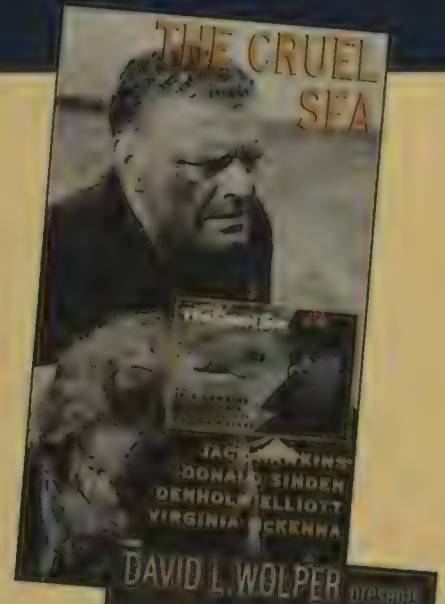
The contents of the "Colditz kit" including an oilskin-wrapped hacksaw, dehydrated porridge and chocolate in a tin, embossed with the warning: "NOT TO BE OPENED WITHOUT THE PERMISSION OF AN OFFICER".

A thin blue pamphlet was even more revealing. Under the headline "NOT TO BE PRODUCED IN PUBLIC" it gave a list of useful phrases to be used when making one's way back through Germany to Blighty.

Squaddies were advised that suitable greetings - in Leake's case to be called in a broad Yorkshire accent - included: "Heil Hitler - Ich habe es eilig" ("I'm in a terrible hurry"); "Gruss Gott", or "God's greetings", was acceptable, but if confronted by a Nazi policemen soldiers were advised that there was no German equivalent of Good Afternoon. ■



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Power of the Glider

To add punch to their assault on occupied Europe, and to carry the attack well behind fortified enemy lines, the Allies developed the glider. In Britain the Horsa and Hamilcar were built at great speed, and played a major part in airborne operations.



The Airborne's ugly duckling: the huge Hamilcar glider, with heavy weapons on board, towed by a Halifax bomber.

Three years before the landings in Normandy and at Arnhem a mysterious series of orders and instructions went out from the War Office, not to military commanders but to managers of furniture factories and carpentry workshops throughout Britain.

The parts they made had nothing to do with the utility objects that had to serve as furniture in a country at war, but were packed off to an RAF unit where they were assembled into unlikely-looking aircraft which were to make the difference between

victory and defeat when the time came for the final assault on Hitler's Fortress Europe.

The Allies' entire war effort, which by then included the might of an American economy in full swing, could not hope to provide enough aircraft for the assault. The air armada which had been pounding the Third Reich for years were designed to carry copious amounts of fuel and big bomb loads, and were not suitable for airborne forces and their weapons.

That was why, on April 17, 1942, a top-secret test

flight took place at Netheravon. And in an act of faith unlikely to be seen among today's breed of politicians, a remarkable group of men climbed aboard a construction largely of canvas, glue and plywood.

The passenger list for the prototype of what was to become famous as the Horsa glider included such political and military notables as Admiral Lord Mountbatten, Secretary of State for War Sir James Grigg, and Major General "Boy" Browning, one of the pioneers of airborne warfare.

The Horsa was one of the two aircraft which were

to play a vital role in such operations as the pinpoint-assault on Pegasus Bridge, the attack on the gun battery of Merville which threatened the D-Day beaches, and the assault on Arnhem.

The glider was designed for a light attack role, to be hauled behind bombers or transport aircraft like the DC3 Dakota. With a length of 67 feet and a wingspan just 21 feet longer, it could carry 29 troops and their equipment in a cabin 34 feet long by just 4ft 6in wide.

It lumbered down the runway behind its "tug" with

continued on page 60



Airborne's Warhorse



Shortly after D-Day *The Illustrated London News* published these drawings about the role of the British Horsa glider in landing airborne troops behind the German lines in Normandy. Named after a Saxon chieftain, the Horsa's first major operation was the Allied invasion of Sicily.

On take-off the glider was airborne before its tug. The towing cable, made of nylon, was 80 yards long and was cast off, at a precisely calculated moment, by the pilot pulling a release lever. The glider and tug turned in opposite directions, the glider descending at speeds of up to 180 miles an hour in a

steep angle towards its landing area and shedding its tricycle under carriage before landing in a skid along the ground, coming to rest on one wing.

The Horsa was 67ft long with a wingspan of 88ft, and could carry 29 fully-equipped troops in a cabin 34ft long by 4ft 6in

wide. Various devices were used to allow the men on board the quickest of exits: one was a ring of explosive round one end of the fuselage which would be detonated on landing, another was a ring of quick-release bolts and wire-cutters to sever the glider's control cables. The cutaway illustration by the *ILN's* artist G H Davis, showed the Horsa lined with troops, but instead of men it could also carry jeeps, guns and other equipment, or a combination payload up to a weight of about three tons. Gliders played a vital part in several key D-Day operations, including the landings at Benouville bridge

(later renamed Pegasus in honour of the Airborne Forces) and in the attack on the gun battery at Merville (though some missed their designated landing points), and at Arnhem. The Horsa was designed and developed by Airspeed of Portsmouth, the first mock-up being completed in January, 1941, and the prototype flying less than eight months later. Full scale production began in 1942, and the high-wing wooden monoplane made its first entry into combat during a raid on a German heavy-water plant in Norway later that year. In 1943 horsas were used in the Sicily landings.





Men of the 1st Airborne Division checking glider tow-ropes before Arnhem. Gliders were designed for a light attack role.

an all-up weight of around seven tons, but its actual payload of men and military stores was less than half that weight.

Once cast adrift near the target, success or failure (and for that matter, life or death) depended entirely on the skill of two men at the controls - members of the newly-formed Glider Pilot Regiment. Their flying and their navigation had to be unerring because, unlike conventional flyers, they had no engine power to get them out of trouble or give their passengers a second chance.

About 5,000 Horsas came off the production line, and they were used in several parts of the world (sometimes with frightening results, as for example when their wood shrank under tropical conditions).

Because they would be vulnerable even after a safe landing, designers had to devise a variety of quick exits. Some flew into Normandy with a "surcingle" - a ring of cordtex explosive wrapped around the fuselage. The theory was that it could be detonated upon landing, giving the often dazed occupants a clear run as the entire tail blew off.

Some were secured with eight quick-release bolts, with wire-cutters to sever the rear control cables. Others were fitted with a pair of 14-foot parachutes, designed to bring the plane to a halt within 100 yards of touchdown.

The speed with which the plane was conceived,

designed and developed by Airspeed of Portsmouth was supersonic compared with the "No, Minister" delays which now entangle Whitehall. The first mock-ups were created in January 1941. The prototype flew less than eight months later, and full-scale production began in the following June.

Behind a Dakota, a Horsa packed with fully-equipped troops had an impressive radius of action of over 320 miles. With the more powerful Halifax bomber, strike troops could be landed 600 miles from their base.

With a wing area of over 1,100 square feet, the Horsa could be towed at 160 miles an hour, and dive onto its target at 180 miles an hour. It could stay in the air without stalling at just 60 miles an hour.

The glider concept meant that, with suitable support and planning, an attack could be mounted on the most distant and previously secure German positions. But a much bigger aircraft was needed to put troops down with the resources to survive the initial surprise.

For this project was created the unlikely partnership of the General Aircraft Company of Feltham, Middlesex, and the Birmingham Railway Carriage and Wagon Company Ltd. Under the guidance of 20 technicians and 100 draughtsmen, a prototype was designed and built in just 12 months. And barely three weeks of flight trials were needed to launch the war's biggest wooden flying machine - the Hamilcar.



This glider had a wing area of over 1,657 square feet, a span of 110ft, and was as long as a cricket pitch. Its take-off weight of 16 tons was well over twice that of the Horsa, and it could carry a Tetrarch tank or two Bren carriers or 40 troops for 400 miles.

Behind four-engined bombers like the Lancaster, Halifax, or Stirling, it was quickly adapted to fly a variety of heavy weapons including armoured scout cars, 25-pounder artillery, 17-pounder anti-tank guns, jeeps, Bailey pontoon bridges and bulldozers. Its maximum speed was 150 miles an hour, diving speed 187 mph, and despite its immense weight it could remain in stable flight at anything above 65 mph. It

was, of course, a huge and vulnerable target on landing, and great ingenuity was needed to protect this Ugly Duckling of the Airborne Forces.

The entire nose section was hinged to swing clear, often using an automatic system activated by the forward movement of the armoured vehicle inside. Engines were started as the Hamilcar prepared to land, the poisonous exhaust gases led outside through quick-release piping. As the glider came to rest, high-pressure oil in the undercarriage shock-absorber struts was released, allowing it to sink onto skids as the nose section flew open.

The men could be in action within 15 seconds. ■



The Hamilcar - largest allied glider produced in the war - it could carry a light tank or 40 troops.

A Horsa glider being loaded up with light equipment before D-Day. About 5,000 Horsas were produced, and they played a vital part in the invasion.

Three men of the 2nd Oxford and Buckinghamshire Regiment, assigned to the Airborne Forces drop at Pegasus Bridge on D-Day: (l to r) Private Frank Gardner, Captain Brian Priday, and Lance-Corporal B. Lambley. Five of the six gliders landed right on target by the bridge.



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The lonely war

For some Airborne Forces the invasion became a solitary and secret battle. Separated from their units, they were forced to live on their wits, knowing that, if caught, they would be shot on sight.



Though they often faced what seemed to be impossible odds, most members of 6 Airborne could at least draw strength from the courage and comradeship of the men with whom they had trained and fought for years. But for some the invasion was to become a lone and secret war - a deadly game of cat-and-mouse with thousands of German troops in which stealth and cunning would be the decisive weapons.

Because they were dropped in the wrong place, or were forced down by enemy flak, dozens of soldiers made their way, sometimes hundreds of miles, through hostile territory to regain their own lines. And every step of the way could have been their last, with Nazi hunting parties ordered to kill them on sight.

It was a peril shared by many brave French families who risked summary execution, which was the penal-



ty for anyone discovered helping the invaders. And the risk was made even greater by a minority of villagers who had collaborated with Hitler's occupying forces, and who would not hesitate to betray a wounded soldier or the neighbour who might help him.

Some stragglers formed their own groups who fought their way with devastating and lethal effect back through enemy territory. Others arrived wounded, starving, hidden in wine barrels, and even half-drowned after swimming along the heavily-guarded French coastline.

Sergeant Bullock, of the 9th Parachute Battalion,



had been training with hundreds of others to assault the Merville Battery, whose guns threatened the left flank of the Allied invasion beaches. It was a drop, as described elsewhere in this issue, that was to go disastrously wrong.

Instead of landing near the battery Bullock was dropped with a handful of men almost 30 miles inland, among German units who would soon be on high alert for any sign of British activity.

Four days later, they reported back to their Commanding Officer, Lieutenant-Colonel Terence Otway, with chilling evidence of their achievements.

They presented him with the bloodstained paybooks and other identity documents of 20 senior German officers - most of them the equivalent of

Brigadier or above, and including at least three generals.

Colonel Otway said: "Sensibly, they did not engage enemy troops in full-scale fighting, but decided to lie in ambush for the enemy staff cars which were driving into the area after the 6th of June. They were not daunted by the odds because they had the confidence of their training which convinced them that one member of 9 Para was roughly equal to six Germans.

"Only when the odds went beyond that were they to be considered as something that might be a limiting factor." Sergeant Bullock however, did not emerge unscathed.

The pressure of fighting his tiny group back to safety had been so great that it was two days and nights before he would relinquish his grip on his Sten gun. Even when asleep in the safety of his own quarters, he held it tightly in his arms.

Three weeks later another young Para, long since given up for dead, bobbed up like a friendly dolphin not far from Pegasus Bridge. Another of the far-flung members of 9 Para destined for Merville, he was dropped nearly 20 miles along the coast near Deauville. A strong swimmer, he decided it would be safer to make his way offshore, turned left at Ouistreham, and reported back, still with his full kit and weapons, at Pegasus.

Just before midnight on June 5, Staff Sergeant Jock Bramah and his friend Sergeant Ron Bartley were rumbling down the runway at the controls of a Horsia glider behind their "tug", an RAF Albemarle.

On the face of it, their mission was straightforward - to land two jeeps loaded with medical supplies and blankets for 224 Para Field Ambulance unit in support of the attack on Varville. After that, as Bartley said,

"It was to be straight back home, basking in the glory, while leaving the rest to the PBI - the Poor Bloody Infantry." Like so many others that night, his confidence was to prove hopelessly optimistic.

Jock Bramah, who was to find himself taking on German patrols single-handed, came back with the Military Medal, and became one of the few Brits honoured with the French Croix de Guerre.

Ron Bartley did not return to Britain for three months, during which time he had been posted as missing presumed dead. In fact he had joined the French Resistance, and found himself in American uniform as military adviser to a Colonel from Georgia.



Bramah and Bartley were still over the Channel when they ran into a cloud of anti-aircraft flak and "everything went haywire," as Bartley recalls: "I felt the twang as the tow-ropes broke. We could see no sign of land at all and I gave the order: 'Prepare to ditch.'"

With Bramah at the controls, he and their two soldier passengers started to hack escape holes through the fuselage. "Fear lent speed to our actions, and the cutting was well under way when Jock shouted that he could see the coast and he thought we would make it." Then tracer bullets started to rip through the right wing.■

The men who jumped did not always land where they expected, or wanted to be. Forced to bale out before the drop zone by enemy flak, or for some other reason, Paras sometimes found themselves hundreds of miles inside enemy territory. They had to begin a private war, sometimes in small groups, often alone, struggling to evade capture in a generally hostile environment (though on occasion helped by brave French families) while trying to make their way back to their own lines.



Paradogs of War

Dogs were trained (not forced) to jump, and proved their worth in Normandy

At first sight there seems little to distinguish the stark grey headstone from the many others marching in regimental rows across the manicured lawns of the British Military Cemetery at Ranville. It shows that Private Emile Corteil of the Parachute Regiment was just 19 years old when he joined 2,238 others who lost their brief lives in the battles for Normandy. "Had you known our boy" says the carved epitaph of his grieving parents, "You would have loved him, too." Then there is a very British footnote "Glen paratroop dog, was killed with him."

Emile and Glen also lie together. The authorities decided that Emile's dog should join him in consecrated ground, and share forever the exclusive fellowship that men of the Parachute Regiment call The Brotherhood.

Few who fought alongside partnerships like those of Emile and Glen would question the decision. The Paradogs of War probably saved hundreds of lives with their silent and unerring detection of enemy patrols, and of explosive booby-traps.

In those first fateful days of the invasion, many closely-briefed Para units found themselves scattered and lost in terrifying free-fire zones. How much more confusing it must have been for a dog - plunged into such mayhem, and then expected to stand his ground until his master appeared through the darkness.

Dogs were not forced to jump. Like their human comrades in the Regiment the Paradogs were volunteers. They also had their official numbers and their place on the ration strength.

As any owner knows, it is difficult to train an animal to absolute obedience. To the Paradogs and their handlers, that was merely the first stage in building an astonishing level of trust and confidence in each other. How, for instance, can a dog be induced to ignore the most basic rules of self-survival and leap into a howling slipstream of up to 200 miles an hour from an aircraft plunging and twisting through clouds of acrid flak thousands of feet above the ground?

Emile would have first introduced Glen to the strange sights and smells of the inside of a ground-parked Dakota. Then the dog would be encouraged, perhaps with cook-house tit-bits, to jump from the side-door onto the tarmac six feet below. The next stage saw Emile reassuring the dog as first one, then a second radial engine burst into life.

Later, dogs were taken for a ride as the Dakotas trundled around the airfield taxi-ways. As this exciting



"game" developed, they were taught to leap to the ground when the pilot changed the note of his engines by throttling back - a jump signal they were to recognise as they went into action on D-Day.

Then the sequence was repeated with the dog wearing a parachute harness carefully tailored to ensure a landing on his stronger back legs. The canopy itself was of a size normally used to drop folding bicycles.

A dog was then deemed ready for his first real drop, initially with paratroops from a balloon tethered at a height of around 800 feet, then from aircraft.

The hard-pressed War Department would hardly have allocated such time, money and resources if the dogs had not proved themselves a powerful "force multiplier". Company commanders reckoned that a single dog could do the job of six human sentries.

Besides the detection of explosives the dogs were taught to react to a scent they did not recognise as "friendly". For some reason, perhaps to do with diet, the smell of German troops was quite different from that of the men the dogs had lived with for so long. (Ironically, the dogs had their origin in the homeland of the men they were trained to hunt, for they were all German Shepherds). Having identified the presence of a German soldier the Paradogs would make no tell-tale sound, but would stiffen and "point".

On the night of the D-Day invasion Emile Corteil and Glen were attached to A Company of 9 Para, whose objective was to neutralise the guns of Merville. They landed safely on dry land, but were miles away from their designated dropping zone. They managed to join up with a force of about 40 stragglers forming around 3 Brigade commander, Brigadier James Hill, and were marching towards the action when the group was caught in an Allied air attack directed towards German troops near the beach. Days later, a party from 9 Para, led by a chaplain, came to seek their dead. They found Emile and Glen lying in a bomb crater. ■

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A jump too soon

A wave of paratroopers and members of SOE, charged with reporting German troop movements behind enemy lines, were dropped a day early. No one had told them the invasion had been postponed.

As all the world knows, the greatest combined military operation in history - the allied invasion of Europe - began on the 6th of June, 1944. But Joe Dunham and his elite group of Paras know that all the world is wrong.

Because of a uniquely British blend of cock-up, conspiracy and courage, they found themselves more than 48 hours ahead of history, landing among Hitler's Panzers two full days before the other 132,715 first-wave troops of what he calls "the official lot".

Granted, Joe's part in Hitler's downfall was due to start a more modest 24 hours before the start of hostilities. But his plight, and that of other members of the Parachute Regiment who found themselves part of a shadowy operation codenamed Jedburgh, was not uppermost in the mind of Supreme Allied Commander Dwight D Eisenhower when he ordered a day's postponement because of bad weather.

No one told the unsuspecting Jedburgh team, who by then were on their way to war. There were 18 in their blacked-out Dakota; six Paras and 12 others who had faces but no names. They were members of the Special Operations Executive, who trained spies, saboteurs, and others with tasks too gruesome for a still-sensitive British Government to admit to.

They had teamed up at a remote area of Essex known as Mushroom Farm, which soldiers found appropriate as they claimed they were all kept in the dark and regularly fed on information that was obviously horse-manure.

Each pair of Paras, trained in the black arts of survival known as mangle, dangle and strangle, was linked with four members of a "Special Communications Unit", whose operatives were skilled in all types of radio transmissions, and displayed suspicious fluency in German, French, and Italian.

Joe and his mates knew little about their coming mission, though they realised their basic radio training

was not designed to set them up for a long and happy career in Civvy Street. They were taught only how to send the group AR..AR..AR, which was to be the last thing they did when about to be arrested by the Nazis, and presumably shot as spies.

"That signal," Joe explained, "was to tell base HQ that we had been rumbled, and that if they heard from any of us again it was either a false transmission, or that someone had been tortured into collaborating."

Their mission was to stay behind enemy lines, report movements of men or armour in high-speed "squirt" transmissions, or break into Axis command and communication channels with bogus and confusing signals. The operators seemed equipped with the latest German wavelength codes, and had three different types of radio.



Paras before take-off. Dropped behind enemy lines but unable to link-up with their units, they had to fight in guerrilla style.

Joe said: "We were told to defend our team at all costs, and that meant with our own lives. They were marvels with the radios but pretty hopeless at field craft, basic survival, and living off the land. That was our job."

"We all got along pretty well. After a low-level jump we teamed up quickly, and within minutes they were up telegraph poles and in the roof spaces of farm houses which they seemed to know would be empty."

"We were on the move behind enemy lines for nearly six weeks to the south of Caen — often within 30 yards of the Germans who were gathering to keep

back the Allied advance. But we never asked their names, and they did not tell us, for obvious reasons.

"We would meet up with the Resistance and work as a team, but we never became even the remotest of friends. I suppose we were successful, because we managed to go the whole time without a fight — that would have meant we had been discovered, and the whole cover blown."

"It was a strange job, but we had been screened out as loners — more comfortable as individuals than members of a team. Nobody told us that D-Day had been cancelled, but as a South London boy in the depression I had already received the perfect survival training — keep your head down and your mouth shut!" It was advice that served him well. ■

Looking for trouble

Airborne forces were joined by many specialist troops, whose skills were orchestrated into the final crescendo of the D-Day landings. Among them were men of the Reconnaissance Corps, who were permitted to change their head-dress for the coveted Red Beret — but were allowed to retain their green and gold shoulder flashes.

Specially trained in armoured reconnaissance, it was their job to become the eyes and ears of the 6th Airborne Division, their light Tetrah tanks mounting deep patrols on the fringe of the front line, often within sight of enemy troops who could call upon much heavier armour to prepare a lethal ambush.

Their orders were to impede and delay enemy movements, while avoiding the direct confrontation of a slugging tank battle which would have meant their inevitable annihilation.

Their tanks had to be light enough to fly the Channel in Hamilcar gliders, and carried a meagre two-pounder gun which was dwarfed in firepower by Nazi Panzer IVs and Tigers. Before they landed on the afternoon of June 6, soon to be in action in the bitter battles for Breville, they were told they must be prepared to operate without support from Divisional Headquarters, and unlike some other units would not be rested or withdrawn at night.

The Recce men were in almost constant action in critical battles for the Bois de Bavent, Troarn, Ranville, and Escoville. Some even used bicycles to make silent checks on German positions and vehicle parks, calling down air strikes and bombardments from the offshore cruiser HMS *Mauritius*.



FROM THE ARCHIVES OF THE ILLUSTRATED LONDON NEWS D-DAY AND ARNHEM ENGRAVINGS

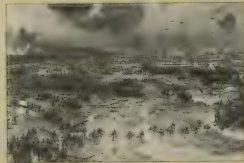


D-DAY ENGRAVINGS

1. Glider pilot's view of the allied airborne attack near the River Orne on the evening of D-Day.



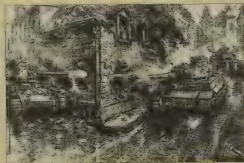
2. The Hamilcar Glider, a British carrier of airborne tanks, providing a shock for the enemy in Normandy.



3. The invasion of Normandy: Busy scenes, afloat and ashore during the first landings.



4. Amphibious Landing Craft unloading their cargo onto the Normandy Beaches on D-Day.



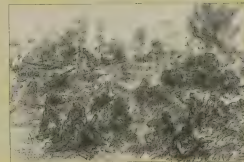
5. "Cutting the Corner": Tanks open fire through the walls of a street corner house in Villers Bocage.



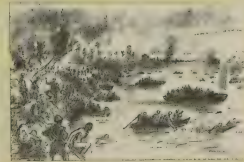
6. The Battle of France: RAF Rocket-firing Typhoon smashing a German offensive near Mortain.



Mosquitoes drop their "cards" at the front door of a house in The Hague.



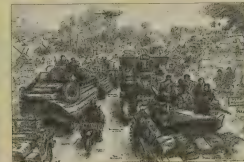
2. The Men of Arnhem: A superb feat of arms performed by our First Airborne Division.



3. The airborne heroes of Arnhem, whose valour adds a shining page to the glory of The British Army.



advancing on Overloon: British troops of The Second Army fighting eastward from The Nijmegen Salient.



5. Building up the Dutch Salient: Allied armour pouring into Holland for the great offensive.



6. An Arnhem hero's posthumous VC: The gallant action, facing heavy odds.

ARNHEM ENGRAVINGS

For over 150 years The Illustrated London News Picture Library has been a rich source of illustration and reference to biographers, sociologists, historians and chroniclers of all kinds.

To mark the 50th Anniversary of D-Day and The Battle for Arnhem, ILN have made reproduction prints of original engravings featuring six D-Day Scenes and six Arnhem Scenes. The price of the prints, which measure approximately 10" x 8" and reproduced on 150 gsm Chromomat paper, is just £9.95 for each set of six prints. Offer includes postage, packing and VAT but not mounts or frames.

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ARNHEM

With the Germans in retreat Montgomery proposed to seize and hold a bridgehead over the Rhine. Two American and one British (the 1st) airborne divisions were assigned to the operation. The British were ordered to take the bridge at Arnhem. The attack failed, but only after a heroic rearguard action by the Paras which has entered the annals of military history.



British paratroopers dropping near Arnhem from US Dakotas,
painted by Geoffrey E. Lea.

A BRIDGE TOO FAR

The bridge at Arnhem was the fifth and farthest of the bridges which were to be seized and held in the operation codenamed Market Garden.

After a nine-day battle the objective proved, as the Airborne commander feared, to have been 'a bridge too far'

As the flak tore through the wings of his bucking Dakota, packed with both men and explosives, Alf Freeman of the 10th Parachute Battalion knew he was really pushing his luck this time. Many of his comrades were not much more than half his age, and were learning for the first time how it felt, literally, to be a sitting target. Freeman, 31, had seen it all before, and was convinced it did not get any easier.

Before most people had even heard of Adolf Hitler he was fighting in India with the Cheshire Regiment, and saw his first action on the North West Frontier. He finished his service in 1938, only to be recalled before many months had passed. In 1939, just one day after Prime Minister Neville Chamberlain told the nation we were at war, Alf found himself in France.

As a member of the retreating British Expeditionary Force, he fought for four days with the beach rearguard around Dunkirk. He resumed hostilities in North Africa, helped to defeat Rommel at El Alamein, and survived the campaigns in Palestine, Sicily and Italy.

This time, he thought, it had to be different. An operation called Market Garden sounded altogether more friendly and relaxed. But his British squaddie's intuition - always prepared to give hope an odds-on chance against past experience - was wrong again.

He and his colleagues were on their way to a little-known Dutch town called Arnhem.

Market Garden was launched by Field Marshal Bernard Montgomery with the objective of "laying a carpet of airborne troops" across Holland, over which the Allies' 21st Army Group could stream into Germany and shorten the war by many months.

The plan involved the capture of five major river and canal crossings, with Arnhem as the ultimate prize of what was to be a bridgehead into Hitler's heartland.

Two American formations were assigned to the crossings farther south - the 101st Airborne at Eindhoven and the 82nd Airborne at Grave and Nijmegen. At the end of the line, at Arnhem, were the 1st British Airborne Division and the 1st Polish Parachute Brigade.

The concept was bold, simple, and doomed to failure for reasons which were obvious to some British commanders even before the first glider left the ground.

There were not enough aircraft to ensure the total surprise which was the only real guarantee of success. Some Polish troops were still landing, *four days* after the initial assault, to find themselves among thousands of German reinforcements.

Intelligence warnings of heavy concentrations of battle-hardened German Panzer troops were ignored or underestimated, and 10,000 of Britain's best troops, lightly armed, were landed miles from their objective,

A total of 10,095 men were dropped or landed by glider at Arnhem, and of these 7,578 became casualties (killed, wounded or missing), and others were taken prisoner. Field-Marshal Montgomery wrote to the commander of the 1st Division, Major-General Urquhart, who had been given only six days to plan the operation, to say that "in years to come it will be a great thing for a man to be able to say, 'I fought at Arnhem.' Part of the bridge and the town are seen below, photographed from the air during the battle in late September, 1944.



to be cut to pieces with little hope of escape or reinforcement.

By September 17, when the landings began, there were detailed reports from a well-organised Dutch Resistance that many thousands of trained German troops had withdrawn into the area as the Allies extended their D-Day successes. There were warnings of an estimated 70,000 troops with 400 guns, and of major SS armoured formations in the area. Nearby Apeldoorn was known to be an active training area for Hitler's Tiger tanks, and recent photographic reconnaissance missions carried out by the RAF as part of the essential pre-planning for Market Garden clearly showed tank units and other armoured vehicles within an easy drive of Arnhem bridge.

It could be significant that the 1st Airborne Division had had several closely-planned operations cancelled since the success of their rival 6th Airborne in Normandy. Some historians believe that an eagerness to show their mettle applied extra pressure on those who sanctioned the attack.

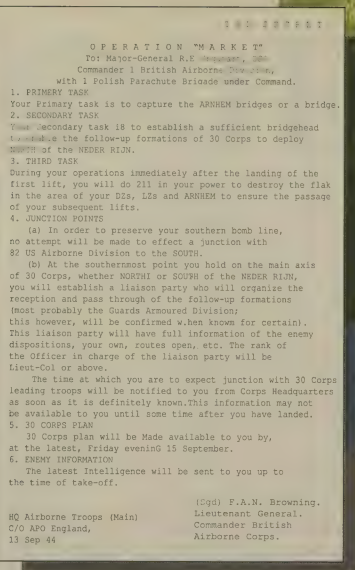
In spite of the warnings Market Garden was launched, and within the next ten days one man in five of that proud force was killed. Many others were badly wounded, and many of those who survived were captured. It was some years before the true magnitude of the blunder was fully appreciated.

Senior staff officers at the time made it clear to Lieutenant-General "Boy" Browning, commander of the British Airborne Corps, that in their view the Arnhem plan was fatally flawed. When Major Brian Urquhart, then acting as Browning's senior intelligence officer, drew attention to the danger of the lurking Panzers, a medical officer suggested that his judgment was clouded because he was under stress - and that he could do with a long rest.

Browning was also warned that the crossing could only be secured by major landings north and south of the bridge, preceded by a *coup de main* glider assault of the style which had proved so brilliantly successful at the Pegasus Bridge in Normandy.

Intelligence sources had suggested, wrongly as it turned out, that there were heavy anti-aircraft batteries around the bridge, and this information was used by the RAF as a powerful argument against a coup de main landing near the bridge.

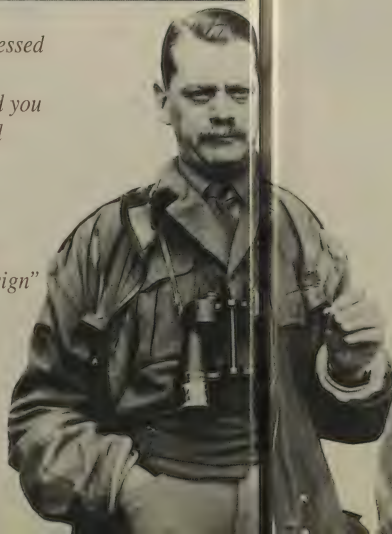
When asked to approve elements of the plan handed down by his superiors Browning asked the advice of General "Windy" Gale, leader of the 6th Airborne and veteran of the D-Day battles, whose death made available new information from diaries which he kept confidential during his lifetime. They reveal that Browning was told frankly that the whole Division had to be landed on or close to the bridge to be certain



Browning pressed further:

"What would you do if you had to accept the plan?"

"Then sir," Gale replied, "I should resign"



Major-General Gale (far left), who commanded the 6th Airborne Division during the D-Day landings, was consulted by "Boy" Browning, commander of the 1st Airborne Corps, about the Arnhem plan, but Browning did not take the advice to resign if things were forced on him.



Major-General Roy Urquhart (left), commander of the 1st Airborne Division, and (top) men of the division preparing to board gliders and, later, escorting captured Germans.

success. "At the very least," Gale advised, "there should be a coup de main brigade drop to hold the bridge until the main force arrives. Without such a drop, the chances of success are slim." Browning pressed further. "What would you do if you *had* to accept the plan?"

"Then, Sir," Gale replied, I should resign." Browning did not resign, but he realised the peril his men were facing. "We can hold the Arnhem Bridge for four days," he told advisers. "But I think we might be going a bridge too far."

The British Airborne forces and their Polish comrades fought hand-to-hand for nine days before a dwindling number of survivors got back across the river, moving towards 30 Corps units who had been



Major-General Kussin, German Commandant of Arnhem, was killed when his camouflaged staff car was fired on by paras moving towards the town.

expected to relieve them, but who never arrived.

In fact, and against all odds, one unit *did* achieve its objective. The 2nd Para, with a few members of Brigade headquarters and survivors of the 3rd Battalion, fought their way to the northern end.

Their commanding officer was Lieutenant-Colonel John Frost, who was wounded in both legs and taken prisoner. He wrote later of "the fundamental mistake of dropping airborne troops on the far side of a water obstacle when you actually require them on both sides..."

"The whole idea of parachutists was that they should land behind the enemy, and not be forced to cross rivers in the face of intense fire."

He added: "We had the dropping zones selected by the Air Force, and after so many postponements and disappointments we were anxious to get into action at any price."

But that first quiet Sunday, they had marched into town virtually unopposed. The first German prisoners were caught literally with their trousers down, frolicking with girl friends in the quiet woodland which, unfortunately for them, was the chosen landing zone for the first Para drop.

Joyous townsfolk thought they were being liberated - and lined the roads with fruit, beer, and garlands of

flowers. Their cheers were a great embarrassment to the troops, who had planned a covert approach to their main objective.

The Germans quickly realised what was happening, and fighting began along the roadside. One of the first to lose his life was Major General Kussin, the local German field commander and Arnhem town Commandant. His camouflaged Citroen staff car was speeding down the road from Wolfheze when the driver realised, too late, that he was heading straight into leading platoons of the 3rd Parachute Battalion.

As the car skidded to a halt it was riddled with Bren and rifle fire. General Kussin was killed as he tried to open the front door, and his orderly and interpreter both died by his side as they sat in the back seat. One of General Kussin's last duties had been to inform Adolf Hitler that his command area was under assault by the Paras the Führer had ordered should always be shot as

spies and saboteurs.

Though most of his promised transport had not arrived, Colonel Frost decided to make a dash for the main road bridge. By dusk his men were barricading themselves into buildings on either side of its Northern approach ramp.

If his military superiors had indeed been warned of the likely presence of German Panzer units, this vital information was evidently not passed down to him or his company commanders. Years later he confided to another veteran survivor at a reunion that he had been led to expect an infantry battle against poor, lightly armed troops, and had opted heavily for mortars. He said that if he had been told that he would be facing armour, he would have dropped with many more anti-tank weapons. Not until a few distinctive prisoners had been brought in for interrogation had he realised that he faced the Panzers.

In his memoirs Frost ruefully recalled that he had been convinced that the well-known 9th and 10th SS Panzer Divisions had been written off in the post-D-Day battles around Falaise. He also said later that the area on the critical southern approaches to the bridge would have been "perfectly good terrain for dropping parachutists".

"Well, there it was. Two fine divisions would soon be able to put ever-increasing pressure against our





The problem for the British was that the landing grounds were 8 miles from the bridge.

lightly-equipped 1st Airborne Division, which had its back to the Rhine. We had been given absolutely no inkling of this possibility. The odds against an outcome in our favour were heavy, indeed."

He was absolutely correct. As thousands of German defenders moved in, it was already too late. Frost was soon to realise he was cut off from any further help. Overnight, more stragglers managed to reach him, including men of the Royal Engineers, Royal Signals, and Royal Army Service Corps. He was left with 700 men, running short of ammunition, almost starving, and lumbered with radios which did not work among buildings because they had been "netted" to operate in the uncluttered fields of a flat training area.

For three days and four nights, this small band of heroes held back the gathering might of German armour as their bunkers and houses were pounded to flaming rubble by a constant bombardment from tanks, artillery, and mortars.

The Germans made repeated attempts to cross the bridge from the south, at such close quarters that British troops were able to drop grenades into passing half-tracks from bedroom windows. After one such attack 16 German armoured vehicles were left blazing and their occupants killed. More than once the British had to protect their crumbling defences with a World War One-style bayonet charge.

In the confusion Colonel Frost sent a man to question a soldier standing outside his headquarters in a strange

uniform. A surprised Para returned with a German assurance that he was not with the Dutch resistance, as they thought, but a member of the Panzer SS.

Among men whose heroism was almost commonplace one officer's supreme bravery was to earn the Victoria Cross.

The citation tells how Lieutenant John Grayburn led one of the patrols which had to be sent into the teeth of German defences in an attempt to secure the Southern approach to the bridge. Almost immediately Grayburn was wounded in the shoulder as his platoon was met by a blizzard of shells from two quick-firing 20 mm cannon, and machine-gun fire from armoured cars.

Still, he pressed forward until his casualties became so heavy he was ordered to withdraw. He came off the bridge, where there was no chance of cover, only when he was sure the last survivors of his men were safe. He then set about creating a strongpoint in a house which was to prove decisive in holding back the enemy.

It was exposed to several fields of fire, and became the target of ceaseless attacks from infantry, mortars, and heavy machine guns, and finally tanks and self-

propelled artillery. His men held out only because he himself ignored the danger and moved among them with words of encouragement when it mattered most.

Against all odds he and his men held out for two days, and left their positions only when the house was burning about their heads. But it was not to keep their heads down. Still suffering from his wounds, the young lieutenant gathered the survivors of his company and any man in the area who could still fight. He organised them into a combat unit which, to the astonishment of the enemy, began to launch a series of attacks. Instead of the quick kill they must have expected, the Germans found themselves the targets of such aggressive fighting patrols that they had to call up heavy tanks.

He saw that German engineers laying demolition charges under the bridge, which he knew was vital to the Allied advance, and drove them back long enough to remove the fuses. He was again badly wounded, this

Men of the Glider Regiment house-to-house fighting (right). When the order to withdraw came through wounded glider pilots formed a chain to guide men to the river. Below, German defenders set up an ambush.





Stretcher-bearers carry away a wounded colleague while (left) a soldier grabs a quick drink in his position at the edge of a wood near Arnhem, and (below) another of the airborne forces prepares to fire a 75mm gun at the enemy.



An airborne soldier guards divisional HQ outside Arnhem with a revolver (left) while others (below) engage the enemy with a 3in mortar. The Airborne Forces held out against overwhelming odds for nine days before being ordered to withdraw.



A British Major supervises the positioning of machine gun posts along the road to Arnhem, which was proving hard to reach.

Airborne soldier with his sten (above), and (right) paras moving forward with a field gun. Churchill told the House of Commons that this was "The largest airborne operation ever yet conceived or executed" and the Germans subsequently acknowledged that the British "fought like lions".





A vivid portrait of the desperate hand-to-hand fighting around the Arnhem bridge, painted by Alan Fearnly.

James Sims, a 19-year-old private in the 2nd Battalion, had not seen a body until General Kussin was shot. He saw a good many more during the next few days. He recalls that he and his comrades were often fighting hand-to-hand with Germans occupying other rooms in the same houses - "mouseholing" their way through the walls. Two of his mates responded to a cheerful call of "Hey - come on!" from an upstairs landing - and were shot down by a waiting German.

After the first German infantry attack on the bridge, they were startled to see a civilian ambulance speeding towards their lines, and yelled their abuse at a nervous Bren-gunner who, they thought, had blatantly ignored the rules by firing on the white vehicle with its huge red crosses. They changed their minds when ten fully-armed SS troops tumbled from the back doors and started firing from the hip. None survived, though one managed to reach the Para headquarters steps before being shot down.

The rules of war became an uncertain lottery at Arnhem. A British stretcher-bearer was shot dead when he tried to rescue a wounded German rifleman.

A Para watched a wounded German, paralysed from the waist down, bravely claw his way towards his own comrades, then shot him through the head just as he reached his own lines.

Sims was to see at least one helpless British prisoner shot in cold blood. Yet as he lay trampled with around 300 other wounded in the cellar of a burning house, it was the hated SS who organised a rescue party and carried them to safety as the building crashed around them. He said: "There were fanatics on both sides. After a cease-fire was arranged, a senior German officer wearing the Iron Cross appeared on the stairs to see what he could do to help.

"To our horror, we saw one of our chaps uncover a Sten he had hidden, and prepare to kill the officer. We managed to get it from him because one or two more enemy dead would have been a poor exchange for the lives of everyone in the cellar.

"The Germans would have been justified in simply throwing down a few grenades and letting the sur-

vivors burn alive."

The Germans carried the wounded gently up to safety. Then once again demonstrated their startling double standards in the heat of battle.

A young Dutch resistance worker, whose hands had been almost destroyed when he hurled a burning phosphorus bomb from a British trench, was roughly hauled aside, Sims recalled. "He had fought with us all along, and he was forced to his knees and shot through the back of the neck. As he fell, his heavily bandaged hands fell forward like grotesque paddles.

The officer who shot him shouted to us "That is how we deal with traitors in the Third Reich!"

After being taken prisoner the Paras were made to lie down to be searched for weapons or military documents. Sims heard a commotion a little further up the line. A Para who was told to hand over his wallet protested: "Hey - give that to me - it's mine." The young German searching him calmly took out a pistol and shot him dead. He then sifted the wallet, placed it carefully on the body, and continued down the line.

By the time it was Sims's turn, he had turned out his wallet and emptied his pockets. Still holding the pistol, he warned in a quiet, polite voice that he, too would be shot if he was found to be hiding anything of military value.

Other Germans offered every care, cigarettes, and precious coffee. "I will never understand their attitude to war" said Sims.

"They were shouting 'Well fought, Tommy That was a good battle, eh, Tommy?' They seemed to regard fighting in the same way that the British would approach a tough but enjoyable game of football."

All over the area Paras were being overwhelmed and captured, or were fighting their way back into a tiny perimeter around Arnhem's Hartenstein Hotel, which was their Divisional Headquarters.

The Germans knew Allied forces were fast approaching from the south, and redoubled their efforts in an attempt to wipe out the Paras before they could get back across the river. Hours before the end the Poles, who had been decimated in trying to relieve the British force, were still trying to cross to the north

bank. About 200 made it in the face of withering fire, but by the night of September 25 the position was hopeless.

With the Germans barely 250 yards from the hotel, the decision was made to withdraw. Boats dragged and carried to the river by the advancing 43rd Division and Canadian Sappers began ferrying survivors at about 10 p.m., under covering artillery fire. By dawn 2,700 men from a divisional force of over 10,000 managed to make the south bank, many swimming because they could not be carried in the overcrowded boats.

But many who were left behind, or members of the 2nd Battalion who had no chance of reaching the evacuation site, would not simply walk "into the bag". Helped by Dutch families at risk of their lives, they were sometimes on the run for months.

Private Robert Peatling, of HQ company, who hid in the rafters when the house he was holding with his comrades was overrun, did not get back to Blighty for seven months. His success was partly due to an apparent outbreak of total deafness, crippling speech impediments, or gibbering madness which seemed to have afflicted menfolk all over the area.

For some reason, the Germans manning roadblocks or carrying out searches seldom questioned these mysterious illnesses which were used as a cover for British fugitives who could speak neither Dutch nor German. Bob Peatling, for instance, carried the identity papers of a deaf and dumb electrician. In a former life, one notorious village idiot was an English gentleman who gleefully hammed up his new role.

Major Digby Tatham-Warter, a 2nd Battalion company commander, had demonstrated his talent for eccentricity by rallying troops around Arnhem Bridge with an impeccably-rolled umbrella. On the run, he went into hiding with a Dutch farming family who to their dismay were also ordered to look after a group of SS troops. The Germans quickly learnt to ignore the covetings of an unfortunate who appeared to be on the verge of lunacy.



A corporal of the Airborne Forces pauses beside the grave of a fallen comrade.



Grinning widely, Tatham-Warter even organised a working party to pull the Germans' staff car out of a ditch. The grateful Germans did not realise their helpers were a group of fugitives, nor that Tatham-Warter, who toured the countryside on an old bike rattling with empty paint tins, was organising an escape route for a column of 133 survivors.

Not all the Paras were so lucky. Sergeant Tex Banwell of the 10th Battalion, was captured for the third time when he was badly wounded at Oosterbeek. He had already escaped from brief captivity twice during battles in North Africa and Crete, and did so again when he jumped from a train taking him from Arnhem to Germany.

But he was again ambushed as he led a party of escapers towards the Rhine. This time he was sent to Berlin and sentenced to be shot. A last-minute reprieve took him to the horrors of Auschwitz and Stalag XIB, where he was repatriated at less than half of his original 14stone 3lbs.

At the age of 75 Barnwell was with the Paras last year when they dropped onto their old Arnhem battle zone. He was one of only 35 survivors from a unit of 580 who dropped in 1944.

A If Freeman's aircraft had taken off from Cottesmore in the Midlands to form up with an aerial armada of hundreds of planes and gliders over the North Sea. By the time 10 Battalion arrived the 2nd Battalion had been fighting for their lives for 24 hours, and the Germans had had time to arrange a suitable reception.

10 Battalion began to take their first casualties more than 15 minutes before the end of a 90-minute flight which was to place them over their dropping zone eight miles from Arnhem. Freeman told *The Illustrated London News*: "We were being hit by anti-aircraft fire - a lot of it from flak ships which seemed to be waiting on our track. Some Daks began smoking and had to turn back. Some went down into the sea, and when we were over Holland there were Paras who tried to jump from burning planes before they crashed. But they dropped like stones because their rigging lines were burnt through almost before they left the aircraft.

"We felt the thump as some flak was hitting the wings, but we reached the dropping zone. I knew there was no chance of an easy drop because I could hear bullets passing - buzzing like bees - as we were on our way down.

"One of the biggest dangers was from steel tow ropes from the gliders as they were jettisoned over the area and came down among us. Some men had big anti-tank grenades in their pouches, and I can still remember their screams as they were hit by gunfire which set them off and they came down

covered in orange-white flames.

"One of our first jobs was to help release some of the lads who were hanging from trees, and others on the ground who were so badly wounded that they did not have the strength to release their harnesses."

But an even greater horror awaited Alf Freeman and his colleagues. As they regrouped under shell-fire and the snarl and snap of small arms, bizarre figures began to leap and shuffle between the opposing forces. They were terrified patients from the local mental hospital.

Freeman, like so many others at Arnhem, was never very sure of where he was going, or what, if any, of his Battalion's original objectives remained. Their overwhelming priority became minute-to-minute survival.

Against ever-strengthening German opposition, they were never able to make much progress towards the beleaguered 2nd Battalion, and within four days, according to official accounts, "the 10th Parachute Battalion had ceased to exist."

By this time the 11th Battalion had lost all but three of its 35 officers, and only 100 soldiers from the original 700 were still on their feet. Desperately short of food and ammunition, they watched helplessly as supplies, which RAF crews were giving their lives to deliver, drifted into German positions.

Faced with a German tracked cannon, and with no anti-armour weapons in their locker, they devised a secret weapon - a Mark One British Army Sock. Packed with plastic explosive and armed with a fuse taken from a hand grenade, it was dropped from a window onto the commander's



When the order came to withdraw there were not enough boats, so many Paras stripped off and swam across the river, as depicted in this action painting by Brian Sanders. In all 2,120 men were evacuated during the night of 24-25 September. The photograph (left) shows the lucky ones on their way home.



Two Arnhem VCs: far left, Captain Lionel Queripel, of the Parachute Regiment, who led men against a German strongpoint and stayed to cover their retreat and face certain death. Captain Robert Cain, attached to the South Staffs Regiment, repeatedly stood alone to take out German tanks. Though badly wounded, he survived.



British paratroops taken prisoner at Arnhem, one of whom gives his view of the situation to the cameraman.

hatch. And it worked.

Alf Freeman and a few stragglers fought on alone in the hope of crossing the Rhine and meeting up with long-promised relief elements of the Second Army. They were eventually captured when they ran into a unit of 60 German troops just 200 yards from the river bank.

For them, it was the end of nine days of battle and evasion. For Alf Freeman the fear, fury, and confusion is recalled in a series of mental "snapshots" which remain with him half a century later:

Of the nervous young lieutenant who confessed that he had never been under fire before and asked him: "As an old soldier, would you say this was a big battle?", and seemed reassured when he was told that it most surely was. Then the top of his head was blown off by a burst of machine-gun fire.

After a melee in woodland a handful of German prisoners were being lined up when a fanatical Nazi pulled out a hidden Luger pistol and shot dead one of the few surviving Para officers. Before his shocked colleagues could do anything to stop him, an infuriated soldier bashed out the German's brains with his rifle butt.

"We were backwards and forwards through the woods for the next two days," said Freeman. "But we never got more than a mile from our dropping zone. It was their multi-barrelled mortars. They were just slaughtering us.

"As we went over the same ground there were a lot of casualties on both sides. You could never be certain who was playing dead - who might get up and shoot

you in the back. The only way to be sure was to kick a man in the face as he lay in your path and see if he moved. It was brutal, but it was the only way."

It looked as though help had arrived with elements of the 1st Polish Parachute Brigade, whose reinforcement drop they watched from half a mile away. But it was a prelude to yet another disaster.

The Poles were on the lookout for the distinctive yellow recognition patches of the 10th Battalion, but the Germans had been collecting them from the dead, wounded, and prisoners. Freeman recalls:

"The Poles could not know the situation around their landing zone. When they saw a bank of yellow signals, they just ran towards them, cheering and waving.

"The Germans let them get to point blank range, then opened up with machine guns. From that distance, there was nothing we could do to warn them. They must have lost 100 men in a few minutes before they realised what was happening."

In fighting around Wolfheze, Hartenstein and Oosterbeek, Allied and German troops were sometimes occupying different parts of the same street. And the British were often facing heavily armoured Panzer troops with little more than what they could carry or forage from the dead and wounded.

Freeman and his mates knew that after the first couple of days, bren carriers had arrived in gliders, and once lowered their guard when they thought they recognised the distinctive rumble and screech of their tracks over the Dutch cobblestones. They



rose to see a German self-propelled gun, its barrel pointing directly among them. "He just let fly straight at us. We fired our Piat, but the bloody thing was useless. We hit him, all right, but the projectile just bounced off the Jerry armour.

"I remember we all scrambled to get out of the way. It was not until one of the lads tried to get up that he realised that his left leg was missing. They kept promising that help was about to arrive but we came to realise that in the end it was just going to be a battle for personal survival."

One of the fast-dwindling number of 10 Para officers was young Captain Lionel Queripel, who gathered the remnants of three other battalions to form a composite company which he still hoped to lead into Arnhem.

Almost immediately, they came under scything automatic fire which was so heavy that those who survived found themselves divided and unable to move. Already wounded in the face, Queripel crossed and re-crossed a road in direct sight of the enemy to rally his survivors - once carrying a wounded sergeant to the Regimental aid post.

When his tiny re-organised force was once more on the move, they were again halted by a German strong-point firing a captured British anti-tank gun and two heavy machine guns. The machine gunners were killed in a direct charge through their hail of bullets, and his men recaptured the anti-tank gun before heading towards the besieged Paras on Arnhem Bridge.

As hundreds more Germans swarmed into the area, their position became hopeless. But, from the scant shelter of a ditch, Queripel led the resistance of a small party of survivors. Wounded in both arms, and with ammunition running out, he was reduced to throwing back the stick grenades the enemy were hurling into his position.

As they were about to be over-run, Captain Queripel ordered his men to try and save themselves. In spite of their protests, he stayed behind to cover their withdrawal and face certain death. He was awarded a posthumous Victoria Cross for his courage and leadership in what were described as "nine hours of confused and bitter fighting."

There were many brave attempts to reach the beleaguered 2nd Battalion at the bridge through ever-strengthening German forces, but to no avail. The ambitious assault on Arnhem was everywhere breaking down into a series of local hand-to-hand conflicts.

As a temporary Major, Captain Robert Cain of the Royal Northumberland Fusiliers was attached to the embattled South Staffordshire Regiment as commander of a rifle company. But his men lost touch with

their battalion, and found themselves fighting alone against infantry, tracked guns, and then heavy tanks sent forward in an attempt to destroy their defences, their morale and themselves.

For six days, they failed on both counts, thanks to the leadership of Major Cain, who was destined to become the only Arnhem VC who would survive to accept Britain's supreme award in person.

His citation recalls that the Germans made repeated attempts to pierce by infiltration a thin khaki line which was essential to the defence of thousands of other Airborne troops in his sector.

He knew that some troops claimed the shells from their PIAT anti-tank weapons would simply bounce off armour plate, and when the legendary Tiger tank first appeared, he knew there was one way to show these men that they were wrong. Though he knew he had been spotted, he took up position less than 20 yards away, and let fly as the tank's main gun brought down parts of the house in which he was sheltering.



German troops were quick to dig in around Arnhem.

He was hit by the tank's machine-gun, but continued firing until it was destroyed. Only then would he agree to have his wounds dressed. Next morning, he drove off three more tanks with his PIAT, each time leaving cover and standing in open ground to help ensure first-time hits with his dwindling store of ammunition.

After being frustrated for four days, the Germans mounted an all-out attack, with infantry advancing behind tracked artillery and a wall of flame-throwers.

By this time, Major Cain - deafened by perforated eardrums and weak from his many wounds - found that his modest PIAT was out of action. He could only lay his hands on a light 2-inch mortar, with which he and the few men around him fought on for another three hours. In spite of their overwhelming numbers and ready reinforcements, the Germans withdrew in what was described as "demoralised disorder."



Alf Freeman found himself with a desperate group trying to reach the river bank, which held out the only hope of escape. He was just a few hundred yards from the river in the pre-dawn silence when they heard the swish of tyres and realised they had run across a German patrol, whose bicycles were far more effective and dangerous than the usual revealing crunch of marching jack-boots.

"I stood up behind the hedge and looked one rider straight in the eyes," Freeman recalled. "I don't know who was most surprised — me or him. But I know who was quicker to react.

"Before he could reach his weapon, I got off a quick shot with my pistol and the bullet must have hit him in the throat. The shock made him bite off his own tongue. I still remember to this day the awful sound it made as it fell onto the leaves and hit the ground just before he did.

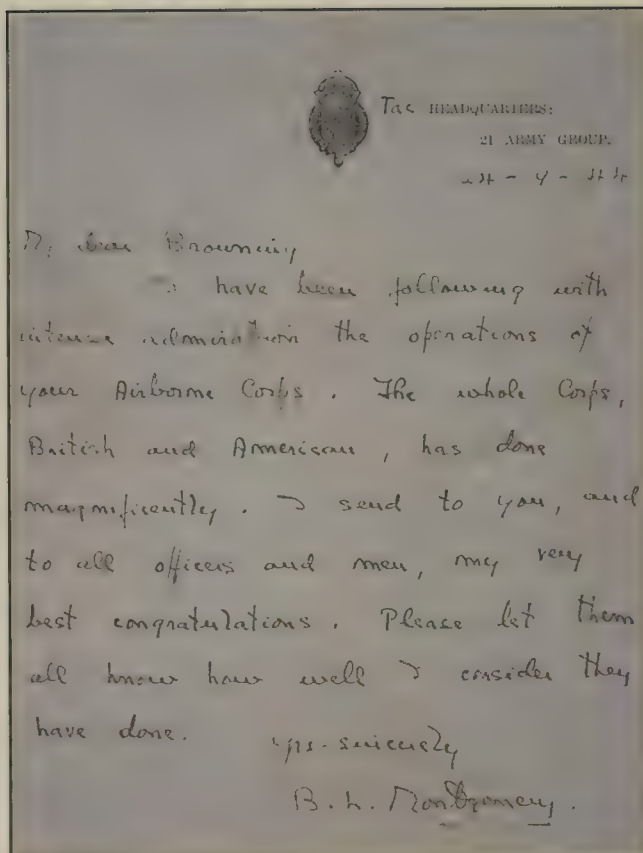
"There were no hard feelings. It was nothing personal, and I knew he would have done the same to me. One of the other lads took care of his mate. They could not be allowed to report our position, though it was all a waste of time and lives in the end because we never got to the river."

They were all captured soon afterwards, and were shocked when the Germans gave them long-handled spades and told them to start digging.

"I thought they had learnt what had happened and were going to take their revenge. If they had shot us, no one would have been the wiser. We made signs among ourselves that if they lined us up along the hole, we were to at least going to take their leader with us, if we had to use our bare hands and the spades."

In fact, they were preparing a decent burial for both British and German casualties before they were marched off to captivity. And fate was to turn a full circle for Freeman as he languished in a prison camp at Limberg on the Belgian Dutch border.

On his last leave before Arnhem, he had been in Lewisham, South London, when the area was hit by mysterious high-explosive bombs that gave no warning of their approach. At Limberg, the mystery was



Montgomery's letter to "Boy" Browning after the Market Garden Operation

solved. Almost daily, with his fellow prisoners, he watched with grim fascination as Hitler's V2 terror rockets were launched on a plume of flame on their journey to London.

Freeman still believes that another mystery surrounds the battle of Arnhem. Like some of his fellow survivors, he is convinced that the Germans were already moving up reinforcements for the Panzer units already there before the launch of Market Garden.

Unlike D-Day, where security was rigorously maintained, Freeman says that the imminence of the Arnhem operation was the talk of the town. Hints were readily available to any German spy who could afford the price of

a pint or two in any one of a hundred pubs spread throughout Nottinghamshire and beyond.

Troops who had been briefed about Arnhem were allowed out in Nottingham, where they met US troops who were training in the same area, and who were to go into action farther south.

"Up to 24 hours before, it was obvious that the GIs had no idea what was going on," Freeman said. "They were flabbergasted when we told them where they were going to drop.

"I still can't believe that with all that pub talk, word did not get back to the Germans in time for them to be ready for us."

As things turned out, there was no need for spying. Colonel-General Kurt Student, pioneer of German airborne operations, had only to sit at his desk to have the complete Allied plan for Operation Market Garden fall into his lap. He had been watching the US element of the armada flying North to Eindhoven, and an American glider hit by flak crashed almost on top of his headquarters. An aide pulled an official file from documents which had been carried by one of the American officers who died in the wreckage.

And Student was presented with unit strengths and detailed objectives of the entire 1st Airborne Corps operation. ■



A Last Letter

Private Ivor Rowbery served with the South Staffordshire Regiment attached to the first Airborne Division. He was killed at Arnhem, and wrote this letter shortly before take-off.

Dear Mom,

Usually when I write a letter it is very much overdue, and I make every effort to get it away quickly. This letter, however, is different. It is a letter I hoped you would never receive, as it is just a verification of that terse, black-edged card which you received some time ago, and which has caused you so much grief. It is because of this grief that I wrote this letter, and by the time you have finished reading it I hope that it has done some good, and that I have not written it in vain. It is very difficult to write now of future things in the past tense, so I am returning to the present.

To-morrow we go into action. As yet we do not know exactly what our job will be, but no doubt it will be a dangerous one in which many lives will be lost mine may be one of those lives. Well, Mom, I am not afraid to die. I like this life, yes - for the past two years I have planned and dreamed and mapped out a perfect future for myself. I would have liked that future to materialize, but it is not what I will but what God wills, and if by sacrificing all this I leave the world slightly better than I found it I am perfectly willing to make that sacrifice. Don't get me wrong though, Mom, I am no flag-waving patriot, nor have I ever professed to be.

England's a great little country - the best there is but I cannot honestly and sincerely say "that it is worth fighting for." Nor can I fancy myself in the role of a gallant crusader fighting for the liberation of Europe. It would be a nice thought but I would only be kidding myself. No, Mom, my little world is centred around you and includes Dad, everyone at home, and my friends at W'ton - That is worth fighting for - and if by doing so it strengthens your security and improves your lot in any way, then it is worth dying for too.

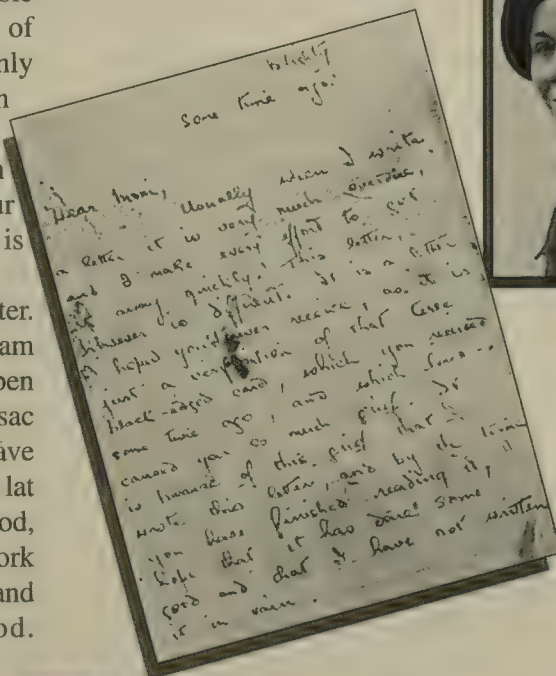
Now this is where I come to the point of this letter. As I have already stated, I am not afraid to die and am perfectly willing to do so, if, by my doing so, you benefit in any way whatsoever. If you do not then my sacrifice is all in vain. Have you benefited, Mom, or have you cried and worried yourself sick? I fear it is the latter. Don't you see, Mom, that it will do me no good, and that in addition you are undoing all the good work I have tried to do. Grief is hypocritical, useless and unfair, and does neither you nor me any good.

I want no flowers, no epitaph, no tears. All I want is for you to remember me and feel proud of me, then I shall rest in peace knowing that I have done a good job. Death is nothing final or lasting, if it were there would be no point in living; it is just a stage in every one's life. To some it comes early, to others late, but it must come to everyone sometime, and surely there is no better way of dying.

Besides I have probably crammed more enjoyment into my 21 years than some manage to do in 80. My only regret is that I have not done as much for you as I would have liked to do. I loved you, Mom, you were the best Mother in the World, and what I failed to do in life I am trying to make up for in death, so please don't let me down, Mom, don't worry or fret, but smile! be proud and satisfied. I never had much money, but what little I have is all yours. Please don't be silly and sentimental about it, and don't try to spend it on me. Spend it on yourself or the kiddies, it will do some good that way. Remember that where I am I am quite O.K., and providing I know you are not grieving over me I shall be perfectly happy.

Well Mom, that is all, and I hope I have not written it all in vain. Good-bye, and thanks for everything.

Your unworthy son
IVOR



How a VC was won

Lance-Sergeant John Baskeyfield was one of five men of the Airborne Forces awarded the Victoria Cross at Arnhem. His gallant stand against German tanks and self-propelled guns, which cost him his life, was recorded at the time by the ILN's special war artist, Bryan de Grineau.

When correspondents were reporting the wars in Vietnam, the Falklands and the Gulf, British families had only to turn on their television sets to see the action from the comfort of their own sitting rooms. The battle for Europe was very different.

Armed only with a sketchpad, artists working for *The Illustrated London News* were in the front line. It was their dangerous mission to create the pictures which were to bring vividly to life incidents whose heroism and drama would otherwise have faded with the clipped tones of BBC announcers.

The drawing we publish above, by war artist Bryan de Grineau is a lasting tribute to Lance-Sergeant John Daniel Baskeyfield, whose South Staffordshire Regiment was part of the 1st Airborne Division. It shows him moments before he lost his life winning one of the five Victoria Crosses awarded after the battle for Arnhem - four of them posthumously.

His citation recalls that he was in charge of a six-pounder field gun at Oosterbeek, which three days after the initial landings was within a British perimeter shrinking before overwhelming attacks from heavy German armour. He realised he was faced by forces gathering for an all-out attack upon his sector, with infantry supported by both tanks and self-propelled guns. It was their intention to pierce the necessarily makeshift defences, as a preliminary to over-running the battalion position.

As the onslaught developed, his crew destroyed two



massive Tiger tanks and at least one self-propelled gun. Their weapon was relatively light in the context of the battle, but Baskeyfield tried to ensure killing first-time hits by allowing the tanks, with their rapid-fire cannon, to come within 100 yards of his position. One by one, his comrades were killed or badly hurt, and Baskeyfield received a crippling leg wound. But he realised he had been fighting only a preliminary action, and refused to be carried to the regimental aid post.

Instead, he propped himself up to check that his gun could still be fired, and shouted vital encouragement to men in neighbouring trenches.

As he had expected, the enemy renewed the attack with even greater ferocity, this time under a lethal steel curtain of mortar fire. Behind the scant cover of the battered gun shield, he was by now quite alone, and



fought the gun single-handed as he fired round after round at the advancing Germans.

The citation confirms: "By this time, his activity was the main factor in keeping the enemy tanks at bay. The fact that the surviving men in his vicinity were held together and kept in action was undoubtedly due to his magnificent example and outstanding courage. Time after time, enemy attacks were launched and driven off."

Inevitably, his gun was eventually knocked out. And though the wreckage was still the focus of intense fire, he decided to drag himself to another emplacement, where a neighbouring six-pounder was surrounded by the bodies of its crew.

With a self-propelled gun bearing down upon him, he carried out desperate checks to discover that the field-gun could still fire. Another soldier tried to reach him to help, but as *The Illustrated London News* picture

shows, was cut down when he was just six yards away.

By then weak from loss of blood, he managed to lift two rounds into the breach. One of them scored a direct hit, which stopped the self-propelled gun in its tracks.

As he struggled to lift a third shell, he was killed by a direct hit from a tank that had been moving up to support the tracked gun. But the fighting spirit of John Baskeyfield's courage was to help sustain many other soldiers in the bitter battles still to come.

The citation says: "The superb gallantry of this NCO is beyond praise. During the remaining days at Arnhem stories of his valour were a constant inspiration to all ranks. He spurned danger, ignored pain, and by his supreme fighting spirit infected all who witnessed his conduct with the same aggressiveness and dogged devotion to duty which characterised his actions throughout." ■



Cock-up theory

A former RAF pilot questions some of the methods used for transporting the Paras to Arnhem, and honours a posthumous VC.

If all battles could be fought with the benefit of hindsight, there would be few defeats for military commanders to brush away tidily beneath the convenient carpet of history. But even after 50 years, major decisions surrounding the Arnhem operation remain inexplicable to the dwindling number of survivors who saw so many of their comrades' lives lost in what from the outset seemed a pretty forlorn hope. Though he was to stay in the Royal Air Force for another 26 years, rising to the rank of group captain, young Flight Lieutenant Alec Blythe was never able to discover the answer to questions that many of his fellow pilots were asking in 1944.

Most historians agree that the fate of 1st Parachute Brigade was sealed by the decision to drop troops over days instead of using their force in a single hammer-blow. The element of surprise was squandered.

Blythe, a Dakota pilot, says that, like many others, he was given the day off on the critical second day of Operation Market Garden. "We have been told that the drops had to be spread over a few days because there were not enough aircraft for a single operation. That seemed nonsense, and it still does. We took off from Down Ampney towing a Horsa glider in the middle of a sunny Sunday to make the drop in broad daylight. It seemed a funny way to go to war.

"The round trip took under five and a half hours. There was absolutely no reason, from our point of view, why we should not have taken off in the early hours, made the drop at first light, and then flown back with the rest of the Parachute Brigade. The decision to make only one trip was disgraceful."

His log-book shows that on most days during the previous week, he had flown multiple missions. On September 10 he made five trips to Normandy, taking in stores and bringing out wounded. The Sunday saw Blythe and his crew clawing their way to a height of a mere 2,500 feet, towing their glider at barely 120 miles an hour in an armada of similar "pairs". But in mid-Channel, the Dakotas and their gliders began sinking towards the sea.

"We had been given long-range tanks inside the

fuselage, which we had been assured would contain enough fuel to get us to Holland. But they had no gauges and it soon became obvious that someone had miscalculated. All around us, aircraft were losing height as tanks ran dry and engines began to cut out.

Fortunately, 99 per cent of the crews realised what was going on. We had hand pumps and we all pumped like hell to bring in fuel from the main tanks in the wings. Daks and gliders were able to climb back and get on their way."

On Tuesday Blythe and his crew were back in action. By then the Germans were ready. Pilots realised at that morning's briefing that something had gone badly wrong. Drop locations were changed before crews had left the room, and again as they prepared for take-off. At that time, the struggling Paras were being driven into tiny pockets by overwhelming German armour. Drop zones were changing hourly, and the besieged Paras were unable to make contact.

"After the battle, we were criticised for not getting the stores through to them, dropping most of the stuff straight into German hands, or not responding to men on the ground. If we saw signals, we still went for our original dropping zones. Anything else might have been Germans trying to decoy us. As we went in, I thought there was no way we could get our wings between the clouds of flack - it really was that thick.

"The splinters were hammering against the Dakota. A lot of our chums were shot down. All we could think of was what was happening to those splendid men on the ground. We said that whoever planned this lot had made an awful cock-up".

Alec Blythe believes that among the RAF men he saw go down in flames was Flight Lieutenant David Lord, who was awarded a posthumous VC.

His citation records that because the Paras were trapped in a shrinking perimeter inside a forest of anti-aircraft guns, containers would have to be dropped from barely the height of a nine-storey building to have any chance of reaching them.

While on his approach to Arnhem at 1,500 feet, Lord's plane was twice hit and one engine began to blaze. He would have been justified in abandoning his plane instead, he continued the mission, dropping to 900 feet.

For eight minutes, knowing that the burning wing would disintegrate at any moment, he went back over the guns to make his final delivery. Only then did he give orders to his crew to abandon the plane. To give them a slender chance of survival, he remained at the controls. The burning plane plunged to earth. The only survivor was flung out of the door as he tried to help his mates pull on their parachutes. In spite of the RAF crews bravery only about seven containers in every 100 reached the British lines ■



Padres at War

Two chaplains were killed at Arnhem and 10 taken prisoner.

Even for the hated SS, it seemed a fitting moment of dignity where there had been only suffering and death. Germans, patients, and prisoners alike stood in respectful silence as the solemn cortege passed among them on the way to the cemetery. Captain Lipmann Kessel, of the Royal Army Medical Corps, helped a corporal to carry the first stretcher and its blanket-shrouded figure.

Two medical orderlies volunteered to carry the other. Bringing up the rear, Father Daniel McGowan, the priest who had worked tirelessly among the casualties at Arnhem's St Elizabeth Hospital as the battle raged around them.

As the blanketed figures were lowered gently into graves, Father McGowan appeared to complete the ritual which had become all too common to both sides. Everyone stood back to attention and threw up immaculate salutes.

No one seemed to notice that the graves were a bit shallower than normal. Nor did anyone remark on the arrival of Dutch Resistance leader Piet van Arnhem, who came later to carry out a bizarre exhumation. The "corpses" were in fact three Bren guns, a German machine gun, grenades, and ammunition. They were to be used to harass the Nazis for months to come.

As usual in field hospitals, the weapons of incoming wounded were kept in store. By then in total command of the area the SS, with strict adherence to correct paperwork, had delivered written notice to senior surgeon Major Longland, RAMC, that they would arrive next morning to collect the arms.

Father McGowan, chaplain to 16th Parachute Field Ambulance, who had already been in touch with Dutch resistance agents, worked out his audacious plan with Captain Kessel. As he said at the time: "We have to do the job properly. If anyone should see us - or if any of our Jerry friends should be around - then let's give them a right good show."

It was not the first good show organised by the men who went into battle armed with nothing but their faith. In all, 15 Airborne chaplains went into Arnhem. Two were killed, and three captured in the height of battle. Seven were taken prisoner at the end of hostilities, most having decided to go into captivity with the wounded. Three crossed the river with the final stragglers. Some, like the Reverend R. Talbot Watkins, swam back to the hostile north shore after taking parties of wounded across. ■

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A Dutch nurse tends wounded British soldiers on the road to Arnhem during a 2-hour truce for the evacuation of the wounded.

Symbol of Defiance

When the Paras dropped on Arnhem many men of the town left home to fight with them - donning an orange armband, their symbol of defiance against the German occupation. Later, when the battle was over, they were to pay a terrible price for their courage.





Dutch youths came out to welcome and help the Paras on their way into Arnhem. Some were later shot as traitors.

For the Airborne forces, Arnhem will always be regarded as an heroic defeat. For the innocent townsfolk of the area that sunny Sunday afternoon was the start of many months of death and suffering at the hands of vengeful Germans. After the battle no more than 150 houses remained undamaged in what was formerly a pleasant and bustling town of 98,000 people.

With immense courage men left their families, tied on the orange armband that was Holland's symbol of defiance, and fought alongside the allies. Others worked in secret to help the embattled Paras, risking their lives to bring them food and medical aid, and to operate telephone lines under the noses of the Nazis and their sinister secret police.

As the Allies withdrew or were taken prisoner, the locals paid a terrible price for their courage. At least 50 of them were executed without trial and all of them were driven from their homes, taking with them everything they could carry on handcarts and baby prams.

In driving rain and at the onset of Winter, many died in frozen fields and woodlands. The luckier ones managed to share rooms and barns in the surrounding countryside and villages.

For the first few nights some of them had to share the scant cover of trenches and foxholes with the British dead. Others, with aged parents and tiny chil-

dren, were evacuated in cattle trucks, and froze to death on their 12-hour journey.

After the war Arnhem veteran Robert Stopforth spent years collecting evidence of their suffering for the archive book *Arnhem after Arnhem*, which can be seen at the Airborne Museum in Oosterbeek. He recorded that thousands of empty homes were systematically looted. Everything of value was taken, and goods and furniture which could not be removed were smashed or defiled.

Much of the loot arrived back in Germany with the ironic label: "Love gifts from Holland".

After SS General Rauter was injured in an attack by the Dutch Resistance eight miles North of Arnhem, 400 hostages were shot as suspected members of the local underground. Many Arnhem people still do not know the fate of some of their family who vanished after mass arrests or during the exodus. One housewife wrote later: "This was one of the terrible things about the occupation. People just disappeared and were never heard of again. Many people lost their loved ones and to this day are without a grave to grieve beside".

When the Germans were finally driven from the area the returning residents were stunned at the scale of the destruction. In some areas damage was so widespread that people could no longer find their own



streets in a neighbourhood they had known all their lives.

In nearby Apeldoorn Germans who must have known they had only weeks left before they, in turn, would have to flee nevertheless carried on with their crimes. Innocent people who were said to have broken German laws of which they knew nothing, or who were caught in possession of anything ruled to be contraband, were shot out of hand and had their bodies displayed in the town's shop windows.

It was typical of behaviour which the residents had learnt to expect long before the Airborne landings. In the village of Hevea, near Arnhem, the German Secret Service arrived to break a strike at the local factory. The stoppage began when, under the instructions of Engineer Henri Munter, technicians failed to stoke boiler fires and brought work to a standstill.

Munter was not among the list of arrested suspects, and might have escaped with his life, but he would not leave them to take the blame. He made a last sad journey home to say goodbye to his wife, when she sat at the piano to play his favourite "Wilhelmus" to mark their wedding anniversary. Then he returned to join seven hostages who were shot as reprisal hostages.

Even today, half a century later, Germans are accepted at best with cold politeness by the people of Arnhem. British veterans and their families, on the other hand, have been welcomed every year, even though their arrival in 1944 was the cause of great suffering. After two generations, local schoolchildren still put flowers on the grave of every member of the Airborne forces who fell in the battles which destroyed their homes and cost the lives of so many Arnhem families.

When one British soldier tried to apologise he was told: "At least you came. For those few days we were a free people again."

This year Normandy will see what will probably be the last official anniversary of the Liberation landings. In Arnhem, services will take place for many more years to come. Certainly the defeat will be commemorated long after the most famous victories of the Second World War have faded into history.

The Dutch historian Adrian Groeneweg, who is curator of the Airborne Museum, has his own theory: "Some nations, like the Germans and the French, prefer to remember great victories.



The people of Valkenswaard took to the streets on September 17 to watch the gliders on their way to Arnhem.

The British seem to have a deep nostalgia for heroic failures.

"Most of our town was destroyed, but we do not hold you responsible for that. The British and their Allies did their best. Whoever was at fault, it was *not* the ordinary soldier." ■



"For a few days we were a free people again".





ROLL OF HONOUR



*"What manner of men are these
who wear the Red Beret?
Their duty lies in the van of battle.
They are in fact men apart
Every man an Emperor."*

Field Marshal Montgomery

This list of those Airborne Forces who were killed or died from wounds during the D-Day landings and subsequent battles in 1944 is published from records held by the Parachute Regiment and is as comprehensive as possible. Because of the nature of the operations some casualties were not recorded and have not been subsequently identified, and this list therefore also acknowledges and pays tribute to the unknown soldier.



ROLL OF HONOUR

NORMANDY



6TH (AIRBORNE) ARMOURED REGIMENT, RECONNAISSANCE CORPS R A C

06.06.44	BELCHER R.C.,	LT
	DONE M.P.,	TPR
	EARWICKER P.T.,	CPL
	LAMONT G.W.,	TPR
	WILSON A.H.,	TPR
15.06.44	FRIEND A.J.,	TPR
	MUSTAVE J.E.,	TPR
16.07.44	HARRINGTON E.R.,	L.CPL
10.08.44	ELSEY A.J.W.,	CPL
	HUNT W.G.,	TPR
20.08.44	DAVEY F.H.,	TPR
	MARTIN A.C.,	TPR
	TONKS C.,	TPR
26.08.44	GREENWOOD R.,	TPR
21.12.44	HENDERSON J.S.,	TPR



ROYAL ARTILLERY R A 2ND AIRLANDING ANTI-TANK BATTERY

10.06.44	BLOWER J.W.H.,	LT
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3RD AIRLANDING ANTI-TANK BATTERY

06.06.44	NEWHAM F.E.,	GNR
	STANLEY D.,	GNR
	WHITNEY W.C.,	BDR
07.06.44	SHERRATT A.,	GNR
08.06.44	HALL W.,	SJT
09.06.44	BRADLEY W.,	BDR
	WEST W.S.,	L.SJT
10.06.44	WALKER M.W.R.,	GNR
16.06.44	MILLWARD C.,	GNR
	PERKS G.E.,	GNR
07.08.44	HEWITT H.C.,	GNR
19.08.44	SYKES J.,	GNR
20.08.44	DYCHE A.,	GNR
	DUBOVITCH M.,	GNR
	WOODWARD C.,	SJT

4TH AIRLANDING ANTI-TANK BATTERY

06.06.44	HILL J.A.,	BDR
	KILBEY F.A.,	CAPTAIN
	LANE A.J.,	BDR
	LAZAROFUOLO P.,	GNR
	LYONS S.A.,	LT
	MACHIN J.H.,	GNR
	SIDNEY W.,	BDR
	TAYLOR R.K.,	GNR
	WOODCOCK F.L.,	L.SJT
07.06.44	BYARD J.H.,	SJT
	GUEST A.L.,	SJT
	WAINWRIGHT J.C.,	L.BDR
	WILLIAMS W.H.,	GNR
	YATES J.H.,	BDR
13.06.44	CRADDOCK R.C.,	GNR
06.07.44	JAMES W.,	GNR
	PORTMAN C.E.,	L.SJT
07.08.44	RUSSELL A.,	GNR
	THOMAS F.,	GNR

2ND LIGHT ANTI-AIRCRAFT BATTERY

06.06.44	DAVENPORT A.,	GNR
	DIX G.R.,	GNR
	GRANT W.,	PTE
	NUTLAND F.,	GNR
	SIMMONS D.,	GNR
	SMITH A.,	GNR

53RD (THE WORCESTERSHIRE YEOMANRY) AIRLANDING LIGHT REGIMENT

05.06.44	HALL H.,	BDR
06.06.44	DENNISON R.T.,	GNR
	RODWELL K.S.,	L.BDR
	RUSSELL J.,	GNR
10.06.44	BARRAS A.M.,	LT
12.06.44	WARD H.W.,	CAPTAIN
17.06.44	PATERSON A.,	SJT
30.06.44	STONE C.E.,	CAPTAIN
05.07.44	BOWERS D.W.,	GNR
07.07.44	THOMPSON A.,	GNR
12.06.44	BRYANT C.H.,	L.BDR
11.08.44	ANDERSON D.J.T.,	GNR
	FOSTER W.R.,	L.BDR
	MCWILLIAMS J.,	GNR
	PEERS F.,	L.BDR
	SNOWDEN B.,	L.BDR
12.08.44	PIRKIS S.H.B.,	WO.I



CORPS OF ROYAL ENGINEERS 3 PARACHUTE SQUADRON

06.06.44	MATHESON J.A.,	SPR
	ROBINSON P.,	SPR
07.06.44	JONES G.,	L.SJT
10.06.44	GILLOTT L.E.V.,	L.CPL
	WHYBROW E.H.,	SPR
11.06.44	PERRY L.R.,	L.CPL
13.06.44	GILL W.R.,	SPR
22.06.44	GREEN A.F.,	CPL
28.06.44	JUCKES T.R.,	CAPTAIN
29.07.44	ROWBOTHAM H.,	CPL
10.08.44	BENSON J.,	SPR
	CROSS S.J.,	SPR
	DIXON G.A.,	DVR
	KERRY H.R.,	PTE
14.08.44	HICKS A.P.,	SPR

591ST PARACHUTE SQUADRON

06.06.44	AUSTIN A.E.,	SPR
	BRANSTON K.W.,	L.CPL
	EVANS J.J.,	SPR
	FRASER T.A.,	LCPL
	KELLY W.A.,	CPL
	THOMPSON G.,	DVR
	WHEELER D.H.,	SPR
	WOLFE F.,	SPR
	YOUELL J.,	SPR
06/07.06.44	HANDLEY A.,	DVR
07.06.44	REARDON-PARKER J.,	L.CPL
09.06.44	HART L.J.W.,	SPR
	WHALE F.T.,	L.CPL
10.06.44	KERRY G.E.,	SPR
	PALIN G.I.,	DVR
11.06.44	COYLE P.,	SPR
17.06.44	WHARTON G.,	LT
24.07.44	SHAND L.P.,	LT
21.08.44	MCCRIRICK P.R.H.,	LT

249TH (AIRBORNE) FIELD COMPANY

09.06.44	GILES F.,	SPR
	MCCULLOUGH C.J.,	SPR
10.06.44	ALEXANDER A.W.,	SPR
	ISAAC R.,	WO.II(CSM)





ROLL OF HONOUR

NORMANDY

26.12.44 PREECE D.G., SPR
SHOREY F.G., SPR

286TH (AIRBORNE) FIELD PARK COMPANY

06.06.44 REID N.W., LT
07.06.44 GIBBONS E.J., DVR
POWELL R., SPR
20.06.44 ALDOUS W.T., DVR
CUTTING C.T., DVR
21.06.44 McDONALD K.A.G., CPL
02.09.44 GARNER L., SPR



22ND INDEPENDENT PARACHUTE COMPANY (THE "PATHFINDERS")

06.06.44 HOWARTH L., L.CPL
LENNOX-BOYD F.G., MAJOR
O'SULLIVAN E.D., L.CPL
07.06.44 GLEN E., L.CPL
09.06.44 GILLUM K.S., PTE
SCOGING F., SJT
TAIT I.A., CAPTAIN
20.06.44 DE LAUTOUR R.E.V., CAPTAIN
21.06.44 ALLOCK H., PTE
26.08.44 HARRIS C.T.G., CPL



6TH AIRBORNE DIVISION SIGNALS COMPANY

06.06.44 BICKERTON R.H., CPL
COLQUHOUN D., SIGMN
DAVIS D.I., SIGMN
FREEMAN B.G., SIGMN
MACKIE W.S., SJT
MILNE D., SIGMN
07.06.44 FONE R.J., SIGMN
08.06.44 HURST A., DVR
WALKLEY W.S., SIGMN
09.06.44 CONNOLLY B.C., SIGMN
MOORE J.F.P., CPL

10.06.44 SPARKS J., SIGMN
BOON F., SIGMN
13.06.44 COURTNEY S., SIGMN
15.06.44 STAFFORD W.A., SIGMN
16.06.44 JAMES J.W.C., SIGMN
25.06.44 HILL D.H., DVR
06.07.44 SKIDMORE F., SIGMN
22.06.44 SMALLMAN-TEW D., LT.COL
23.07.44 THOMPSON, SIGMN
02.08.44 ALVARADO P.M., SIGMN
12.08.44 HEEKS B.A., SIGMN
19.08.44 BOND F.C., SIGMN
LEATHERBARROW R.E., SVR
PITT H.W., SPL
07.10.44 KNIGHT K.J., S.SJT
01.11.44 CAMBLE R., SJT
GILRY A.E., S.SPL



ROYAL ARMY MEDICAL CORPS R A M C 224TH PARACHUTE FIELD AMBULANCE (UNDER COMMAND OF 3RD PARACHUTE BRIGADE)

06.06.44 HUTTON P, PTE
LEACH J.E., PTE
LEWIS J., PTE
SARGENT W.P., PTE
TINGLE L.A., PTE
04.07.44 GARRATT C.W., PTE
07.07.44 MC LAUGHLIN W.J., PTE
10.08.44 AYERS M.T., DVR
18.08.44 BASS A.D., PTE

225TH PARACHUTE FIELD AMBULANCE (UNDER COMMAND OF 5TH PARACHUTE BRIGADE)

06.06.44 CLEMENTS J., PTE
LEGGETT R., PTE
07.06.44 LONGDON W.R., PTE
RIDOUT R.S., PTE
RUSSELL R.F., L.CPL
13.06.44 EMMETT R.C., DVR
16.06.44 HARVEY T., PTE
07.08.44 CARTER H.O., SJT
EARL G., PTE

284TH PARACHUTE FIELD AMBULANCE 25.08.44 FERRY O., PTE 195TH AIRLANDING FIELD AMBULANCE (UNDER COMMAND OF 6TH AIRLANDING BRIGADE)

06.06.44 HEARNE P., PTE
WORGAN L., PTE
09.06.44 KARSTON F.J., L.CPL
SCOTT P.W., PTE
08.08.44 MORRIS D.J., PTE
25.08.44 KAITS H., PTE
(THE FOLLOWING SERVICEMEN
ARE RECORDED TO BE OF R.A.M.C
ATTACHED TO THE AIRBORNE FORCES)
06.06.44 HARRIS G., SJT
07.06.44 MAITLAND R.R., MAJOR
VENTHAM R.C.J., PTE
19.08.44 HOLTAN R.S., CAPTAIN



ROYAL ARMY ORDNANCE CORPS R A O C

30.06.44 ALLEN R.G., PTE



ROYAL ARMY SERVICE CORPS R A S C 6TH AIRBORNE DIVISION

07.06.44 CANE W.T., S.SJT
PIPER W.P., PTE
12.06.44 REDDALL A.L., PTE
19.06.44 WADE B., CPL
23.06.44 NAYLOR R.S., CPL

63RD (AIRBORNE) DIVISIONAL COMPOSITE COMPANY R A S C

06/07.06.44 STANNARD A., CPL
07.06.44 BUTCHER A., L.CPL
CORDELL F.A., DVR
DALBY J.A., DVR
MCNALLY P., DVR
O'LOUGHNANE B.T., DVR





ROLL OF HONOUR

NORMANDY

ROE D.E., DVR
SMITH D.J., DVR
TURNER R., DVR
WILLIAMS A.G.O., L.CPL
WOOLLARD S., CPL

398TH (AIRBORNE) COMPOSITE COMPANY R A S C

06.06.44 PARKER F.W., DVR
SMUTHWAITE W.T.I., DVR
07.06.44 EDDINGTON B.H., DVR
13.06.44 APPLETON R.J., DVR
MASON J.C., DVR
ORTON J.W., DVR
SPROSON J., DVR
VAUGHAN W.H.T., DVR
WELLS J., DVR

716TH (AIRBORNE) LIGHT COMPOSITE COMPANY R A S C

06.06.44 CANNING W., DVR
FIELDER R.E., PTE
HARPER I.R., DVR
HOSEGOOD B.S., DVR
LUNN J.W., DVR
RIPO F., DVR
SILVERT P., LT
07.06.44 CRAWFORD F.J., DPL
MCKEE J.E., DVR
08.06.44 COATES D.W.S., DVR
10.06.44 CURTIS S., DVR
DOCHERTY C., DVR
22.06.44 BLAND F.J., CAPTAIN
SPARK R.L., L.CPL
23.06.44 FITZPATRICK L., L.CPL
MCGRATH J., L.CPL
06.07.44 MARTIN G.F., DVR
SMITH F., DVR
07.06.44 WILSON J.S., CPL



ROYAL ELECTRICAL & MECHANICAL ENGINEERS R.E.M.E 6TH AIRBORNE DIVISION WORKSHOPS R.E.M.E

06.06.44 JACOBS A.G., CFN
10.06.44 THOUMINE T.A., CFN
10.06.44 STASULEVICH G.E., CFN

20.06.44 HALL H.C., CPL
12.08.44 COCHRANE R.V., L.CPL

10TH AIRLANDING L.A.D. R.E.M.E

25.06.44 BARNARD J.R., CFN

12TH AIRLANDING L.A.D. R.E.M.E

12.08.44 HALLIDAY A.R., CFN
SLAUGHTER T.D.F., CFN



CORPS OF ROYAL MILITARY POLICE 6TH AIRBORNE DIVISIONAL PROVOST COMPANY.

06.06.44 NIMMO T.B., L.CPL
07.06.44 DAVIES S.A., L.CPL
08.06.44 SCOTT A.R., SJT
09.06.44 BUNTING C.G., L.CPL
20.07.44 DRUMMOND A., L.CPL

245TH H.Q. PROVOST COMPANY. (ATTACHED TO 6TH AIRBORNE DIVISION)

07.06.44 HENDERSON T.J., CPL

SERVICEMEN OF DIFFERENT UNITS (UNDER COMMAND OF OR ATTACHED TO 6TH AIRBORNE DIVISION)

06.06.44 BICHNELL A., GNR
POPE A.A., MAJOR
10.06.44 SCHOLES F.C., CAPTAIN

(ATTACHED TO H.Q. ROYAL ENGINEERS, 6TH AIRBORNE DIVISION)

06.06.44 GUARD P., SPR

(SERVICEMEN RECORDED TO BE OF OR ATTACHED TO 6TH AIRBORNE DIVISION)

18.06.44 MCBRYDE J.R., CAPTAIN

(SERVICEMEN OF OR ATTACHED TO ARMY AIR CORPS)

12.06.44 BREWER B.M., LT
19.06.44 CLINTON R.A., PTE



325TH (AIRBORNE) FIELD SECURITY SECTION, INTELLIGENCE CORPS

03.10.44 JAGO H.T., SJT
THE PARACHUTE REGIMENT,
ARMY AIR CORPS, VARIOUS UNITS
06.06.44 MAX J.H., CAPTAIN
07.06.44 GREENWOOD C.E., CAPTAIN
19.08.44 FITZGERALD P.E., LT
21.08.44 CRAMP C.A., MAJOR

3RD BN THE PARACHUTE REGIMENT A A C

06.06.44 DELAHUNT D., PTE
JOHNSON G., PTE
08.06.44 WILKINSON A.T., CAPTAIN
10.06.44 CALVER F.R., PTE

5TH BN THE PARACHUTE REGIMENT A A C

19.06.44 DIMMICK W., PTE
07.07.44 TROTTER J.W., PTE

1st BN THE BORDER REGIMENT

06/07.06.44 BULL E., PTE
17.06.44 OLIVER B., LT



THE GLIDER PILOT REGIMENT, ARMY AIR CORPS

06.06.44 BEVERIDGE H., SGT
BRABHAM J.P., SGT
BROMLEY J.L., LT
CHAADWICK R., SGT
CODDINGTON J.F., S.SGT
FUELL J.H., SGT
GIBBONS J.R.M., SGT
GOODCHILD E.J., SGT
HAINES V., SGT
HOPGOOD C.H., S.SGT
HOWE W.R., S.SGT






ROLL OF HONOUR

NORMANDY

LIGHTOWLER E,	SGT	ILIFFE J.A,	SJT		HODDINOTT J.H,	PTE	
LUFF R.S,	S.SGT	ISAACS J,	CQMS	19.06.44	RAYNER J,	PTE	
MARFLEET W.K,	S.SGT	JOHNSON D,	PTE	28.07.44	PANNELL J.F,	L.CPL	
MARTIN E,	LT	JONES E,	PTE	31.07.44	SMITHIES J,	PTE	
OCKWELL H.V,	S.SGT	KENT R.P,	PTE	02.08.44	LLEWELLYN A,	PTE	
NASH J.H,	SGT	KUTTNER A.R,	PTE	05.08.44	BATES F.J,	PTE	
NEW R.G,	S.SGT	LANGDON R.W,	CPL	09.08.44	CARTWRIGHT F.E.F,	L.CPL	
PERRY S.W,	SJT	LIVERSUCH A.F,	PTE	17.08.44	COLLINS M,	PTE	
PHILLIPS D.F,	SGT	LONGMAN T.R.H,	CPL		PORTER E,	L.CPL	
PHILLPOTT G.E,	S.SGT	MEIKLEJOHN M,	PTE		SKEGGS A.E,	PTE	
POWELL B,	SJT	MILLS J.A,	PTE	18.06.44	FALCONER J.M,	PTE	
RIGG A,	SJT	MOIR J.A,	AJT		ROBERTS W.S,	SJT	
ROBINSON C.B,	S.SGT	PIGGOTT W,	PTE	19.06.44	BROWNSWORD S.A,	PTE	
SAUNDERS V.C,	S.SGT	PLATT A,	PTE	20.06.44	KNIGHT R.G,	PTE	
STANLEY E,	SGT	RICHARDSON W,	PTE		RATTICAN J,	SJT	
SEPHTON A.H,	SGT	ROBINSON J,	PTE		RUDDICK J.G,	LT	
STEAR A.T,	S.SGT	ROGERS J.M,	CPL	21.08.44	BAXTER N.H,	PTE	
STONEBANKS W.H,	SGT	RUSSON D,	PTE		BROGAN J,	PTE	
TAYLOR E.M,	SGT	SCOTT R.T,	PTE		CHAMBERLAIN C.A.H,	PTE	
TURVEY P.P,	S.SGT	SMITH L.F,	CPL		COX C.E.A,	PTE	
WRIGHT D.P,	S.SGT	THORPE W.H.R,	PTE		DAW C,	PTE	
07.06.44	RIDINGS L,	WALTON S.S,	PTE		EVANS H.J.C,	PTE	
09.06.44	FLETCHER S,	WARNER A.H,	PTE	21.08.44	GILBERT H,	PTE	
09.06.44	HIBBERD L.R,	WATKINS J.H,	PTE		HILL E,	PTE	
18/19.06.44	FOSTER P,	DOCHERTY W.H,	PTE		HORTON P.C,	2/LT	
04.07.44	SIMPSON F.W,	EVANS J.W,	L.SJT		JORDAN S,	PTE	
10.07.44	ANSELL H.J,	KAY G.A,	REVD		KILBRIDE P	CPL	
	DOWDS H.M,	LUKE D.R,	PTE		LANCASTER R.S,	PTE	
		09.06.44	HARVEY J.T,	L.CPL	SHRIMPTON J.D,	PTE	
		10.06.44	RUFF F.C,	PTE	25.08.44	BOX R,	PTE
		11.06.44	TISDALE M.A,	SJT		CALDICOTT J.K,	PTE
			WOODHOUSE J,	PTE		CLAYTON S,	PTE
		13.06.44	KEIGHTLEY G.W,	CPL		COOPER S,	PTE
			PYE G.R,	PTE		DEVONSHIRE G.W,	PTE
		16.06.44	BONHAM C.E,	PTE		GLOVER A,	CPL
			CHARTERS J,	PTE		HAMILTON J,	PTE
			COWAN D,CPL			HOARE E.L,	PTE
			DAVIES J.W,	PTE		JONES E.W.J,	PTE
			DUNCAN A.H,	PTE		JONES T.E,	PTE
			KELLY A.P,	L.CPL		LITTLEWOOD W.E.M,	SJT
			MOUNCE E.R,	SJT(INSTR)		THOMPSON R.J,	PTE
			NEIL G,	PTE		WARDLE E,	PTE
			RUSHTON D.V,	PTE		WILLIAMS H.B,	PTE
			SCOTT J,	SJT	25/26.08.44	MCILHARRGEY C.R,	L.SJT
			SIMMONS G.P,	PTE	26.08.44	CLARKE J.F,	LT
			VINE N.A,	PTE	10.09.44	BROWN N,	PTE
		17.06.44	HEYDEN R.V,	PTE			
			MCINAW J,	PTE			
		18.06.44	NOTLEY A.W,	PTE			
		27.06.44	IMPEY H.R,	CPL			
		28.06.44	MILLER L.C,	PTE			
		30.06.44	CHURCHILL M.C,	PTE			
			TAYLOR G.H,	PTE			
		01.07.44	FREEMAN G.A,	PTE			
		02.07.44	CASSON T,	PTE			



3RD PARACHUTE BRIGADE
8TH (MIDLAND COUNTIES)
PARACHUTE BN

06.06.44	BILLINGTON T.W,	PTE
	BOYLE J.P,	L.CPL
	CANTIN R.F,	PTE
	CARTER H.M,	PTE
	COOPER C.A.P,	PTE
	COX S.G,	PTE
	DAVIES J,	SJ
	DOCKERILL A,	SJT
	FEWINGS S.R,	CPL
	FRYER A,	PTE
	HINDS D.W,	PTE
	HIPKISS E.G,	SJT
	HOLLIS C.F,	PTE
	HOPKINS T.J,	PTE
	HORNER J,	SJT
	HUMPHRIES A,	PTE

9TH (HOME COUNTIES)
PARACHUTE BN

06.06.44	ADSEIT G.D,	PTE
	ARMSTRONG A.J,	PTE
	CATLIN D.S,	LT
	CLARKE E.J,	L.CPL
	CORP B.N,	PTE
	CORTEI E.S,	PTE



3RD PARACHUTE BRIGADE

8TH (MIDLAND COUNTIES)

PARACHUTE BN

06.06.44	BILLINGTON T.W,	PTE
	BOYLE J.P,	L.CPL
	CANTIN R.F,	PTE
	CARTER H.M,	PTE
	COOPER C.A.P,	PTE
	COX S.G,	PTE
	DAVIES J,	SJ
	DOCKERILL A,	SJT
	FEWINGS S.R,	CPL
	FRYER A,	PTE
	HINDS D.W,	PTE
	HIPKISS E.G,	SJT
	HOLLIS C.F,	PTE
	HOPKINS T.J,	PTE
	HORNER J,	SJT
	HUMPHRIES A,	PTE

9TH (HOME COUNTIES)

PARACHUTE BN

06.06.44	ADSETT G.D,	PTE
	ARMSTRONG A.J,	PTE
	CATLIN D.S,	LT
	CLARKE E.J,	L.CPL
	CORP B.N,	PTE
	CORTEI E.S,	PTE





ROLL OF HONOUR

NORMANDY



	DAVIES A.E.	CQMS
	DAVIES A.M.	PTE
	DOWLING M.J.	LT
	DURNEY L.W.	PTE
	ERCKET S.G.T.	L.CPL
	HALL R.R.	SJT
	HANNEN T.L.	PTE
	HARDING S.F.	PTE
	HARNESS D.V.	PTE
	HULL E.T.	L.CPL
	HUGHES A.	LT
	LITTLE K.R.	PTE
	MCGUIRK M.J.	CPL
	MCKEE R.	PTE
	MANDER J.	PTE
	NICHOLLS A.	PTE
	PAINE H.	PTE
	PARRIS M.W.	PTE
	PECK N.	PTE
06.06.44	PERRY R.D.	CPL
	PETERS G.F.	LT
	PHILPOTT N.R.	PTE
	PLEDGER R.	CPL
	PLESTED S.J.	L.CPL
	ROBINSON P.G.	L.CPL
	SHARPLES P.J.	PTE
	SHEATH F.J.	PTE
	SMITH T.W.	CPL
	WALTER P.F.	PTE
	WHITE G.V.	PTE
	WILSON J.T.	PTE
	WISE D.W.H.	PTE
	YORK G.E.	PTE
	YOUNG J.	SJT
	YOUNGER J.	PTE
07.06.44	BEDFORD G.A.	PTE
	DUNK H.	PTE
	HALLIBURTON T.C.	LT
	HURLEY D.R.	PTE
	ROLLINGSON J.T.	L.CPL
	TAYLOR B.E.	PTE
08.06.44	ROSE J.E.	SJT
	WILLIAMS F.J.	PTE
08/09.06.44	TOWNSEND W.V.	PTE
09.06.44	CHARLTON E.G.	MAJOR
	PARFITT G.S.	LT
	ROCHE T.M.	PTE
10.06.44	RAYNER E.M.	PTE
	SPENCER W.	SJT
11.06.44	BLUCK H.	PTE
12.06.44	CHRISTIE M.W.	LT
	JEPP R.S.	PTE
	MCSORLEY G.F.	PTE
	SANDERSON P.	PTE

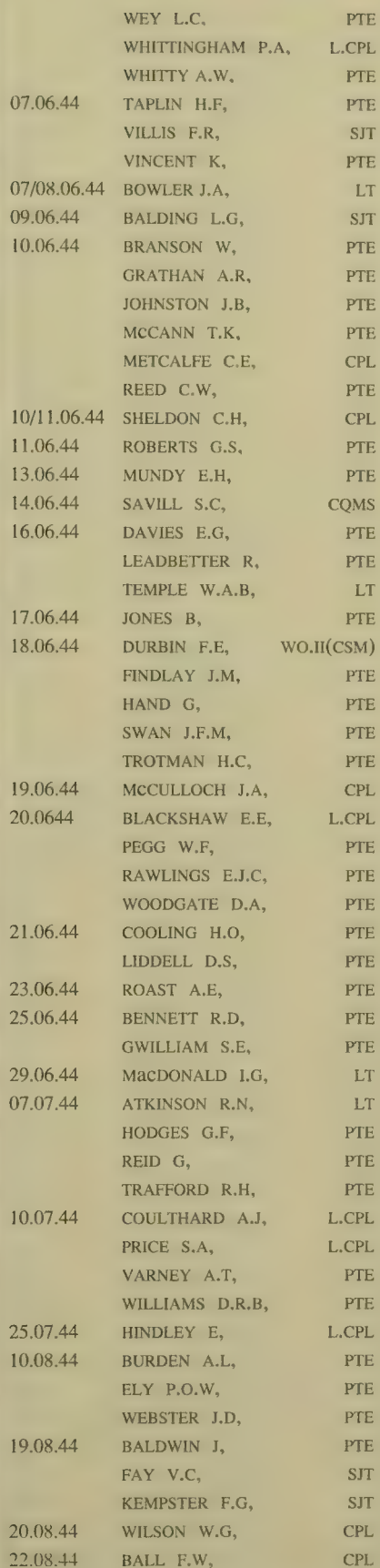
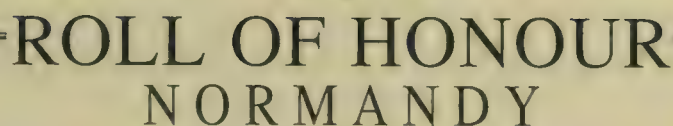
	TOPHAN W.	PTE
	WILSON P.	PTE
	WINGROVE F.W.	CPL
17.06.44	CUNNINGHAM W.J.	WO.I(RSM)
	GIBSON H.F.	PTE
	TARRANT R.T.	SGT
21.06.44	PENSTONE D.G.	PTE
02.07.44	TAYLOR K.M.	L.CPL
05.07.44	MUNRO G.	PTE
15.07.44	LAING J.	PTE
19.07.44	EDE C.	PTE
23.07.44	ECOTT A.D.	SGT
	TOWNES L.V.	PTE
24.07.44	SEBIRE C.J.H.	PTE
25.07.44	FOWLER R.S.N.	L.SJT
27.07.44	PEDLER C.E.C.	PTE
	REVELL F.J.T.	PTE
08.08.44	YARWOOD W.S.	PTE
15.08.44	SHERMAN W.K.	PTE
17.08.44	BECKWITH W.G.	WO.II(CSM)
	SHEPPARD W.	PTE
19.08.44	CLARK T.	PTE
	FRITH J.H.	SJT
	HAMMOND J.F.	PTE
	JONES G.	PTE
	MAYHEW W.C.	CPL
	PARSONS R.G.	PTE
	SPENN C.F.	PTE
	STEWART A.H.	PTE
	WARD A.	L.CPL
	WATTAM A.	PTE
20.08.44	BOLINGBROKE S.	PTE
22.08.44	WRIGHT L.V.	PTE
25.08.44	BANKS M.R.	PTE

5TH PARACHUTE BRIGADE

06.06.44	BARRATT P.	PTE
	BEARD A.H.J.	L.CPL
	BEECH A.J.	SJT
	BOWIER W.	CAPTAIN
	BURGESS K.I.H.	PTE
	BROOKMAN H.E.R.	PTE
	CAVEY J.	PTE
	CHAPPELL A.E.	L.SJT
	COPSON G.	PTE
	DENHAM H.	CPL
	ELLMER A.A.	PTE

	FIDDLER J.E.	SJT
	FINCH P.S.	PTE
	FISHER C.W.	L.CPL
	FRANCIS R.A.E.	PTE
	FROST V.P.C.	PTE
	GARNETT F.	PTE
	GASCOIGNE J.	L.CPL
	GEMMELL W.	PTE
	HAYWARD S.D.	L.CPL
	HARDING J.P.	CPL
	HEK W.	PTE
	HILL M.R.	LT
	HOUNSLOW E.S.	SJT
	HOPGOOD W.G.A.	PTE
	HUGHES P.	PTE
	HUNT G.W.	CFM
	HUTCHINGS J.E.P.	WO.II(CSM)
	JACKSON F.	L.CPL
	JARVIS E.W.	SJT
	HUISH W.L.	PTE
	KEARNS J.P.	PTE
	KEMP A.R.	CPL
	KERR D.	PTE
	KINGSLEY R.	PTE
	LEAMER G.H.	CPL
	LEARY T.C.	PTE
	LOTHIAN A.	PTE
	MCARA J.	PTE
	MCGEE M.J.	PTE
	MILLS R.H.	PTE
	MITCHELL R.L.	L.CPL
	MORTIMORE J.H.	PTE
	PANTON D.	CPL
	PARRY G.E.M.	RVD
	PADLEY A.	PTE
	PHILLIPS L.H.	PTE
	RENNIE J.R.	PTE
	RILEY L.	PTE
	SAUNDERS A.	PTE
	SCHWARTZ D.R.	PTE
	SCOTT W.	PTE
	SHUTT D.	PTE
	SMITH F.	PTE
	SMITH J.W.	PTE
	STOBBART R.W.	PTE
	STRINGER C.K.	PTE
	STUBBINS C.C.	PTE
	SURMAN C.J.	PTE
	SUTTON C.F.	PTE
	THOMPSON S.C.	PTE
	TRUEMAN M.J.	PTE
	TWIST R.	L.CPL
	VAN RYNEN A.	CPL
	WALKER J.	PTE





	DOWNES W.E,	PTE
	THOMPSON B.B,	L.CPL
23.08.44	BLAKEWAY A.V.S,	SJT
	O'BRIEN J.R,	PTE
26.08.44	BUSHELL H.R,	CPL
	EVANS S.H,	PTE
	KING M.H,	PTE
	HOLDROYD D.W,	PTE

12TH PARACHUTE BN
(10TH BN THE GREEN HOWARDS)

06.06.44	AUSTIN A.T.W,	LT
	BALDWIN G,	PTE
	BELL F,	SJT
	BERRY E.W,	L.CPL
	BLACK W.J,	L.SJT
	BRANDON S.A,	CPL
	BROADWELL C,	PTE
	BURGESS E.J,	CPL
	CYSTER F.N,	PTE
	DOBSON W.A,	PTE
	DRAPER P.W,	PTE
	HATELAY R.L,	L.CPL
	HIGGINS S,	SJT
	HOWARD T,	PTE
	HOWE R,	PTE
	JONES W,	CPL
	JOYCE D,	PTE
	LOCKETT P.J,	PTE
	LONSDALE T.G,	PTE
	MASLIN R.E,	PTE
	MILBURN F,	SJT
	NELSON G.E,	SJT
	O'SULLIVAN D,	PTE
	ROBSON R,	SJT
	SKELLETT T.A,	PTYE
	TAYLOR R,	PTE
TURNBULL G,	CAPTAIN	
07.06.44	VICÁRY H.J,	PTE
	BLACKBURN E,	PTE
	DRAGE R.T,	PTE
09.06.44	JOHNSON L,	PTE
	WILFORD P.L,	PTE
	BEDWELL W.J,	L.CPL
	BOWERMAN R.G,	PTE
	CAIRNS D,	SJT
	DERRY W.A.A,	CPL
	FRITH W,	PTE

	HOLT L,	PTE
	MCGOWAN S,	CPL
	MCKENNA S.E,	CPL
	PARR N,	CPL
	PHILBURN H,	PTE
	POOLEY P.H.D,	PTE
	STEVENSON G.H,	CAPTAIN
	TAYLOR H.R,	PTE
	WALSH M.K,	CPL
	WHITE A.E,	PTE
10.06.44	HULL D.F,	PTE
	MCKILLOP A,	PTE
	MAYERS G.H.E,	PTE
	WINDER E,	L.CPL
12.06.44	ARMSTRONG A,	L.SJT
	BOWYER K.J,	SJT
	CARTLIDGE H,	L.SJT
	COLWELL W.L,	PTE
	DUNN G,	PTE
	ELLIOTT W.L,	PTE
	FISHER E.C,	PTE
	FRYER F.W,	PTE
	GORDON R.A,	PTE
	GRAKAUSKAS J,	L.CPL
	HACKETT T.H,	PTE
	HARCOURT C.W,	SJT
12.06.44	JOHNSON A.P,	LT.-COL
	KIRBY A.W,	SJT
	MARWOOD J.T,	WO,II(CSM)
	MASTERS C.J.B,	PTE
	PRITCHETT A,	PTE
	ROGERS H.D,	MAJOR
	SPEAKMAN W,	PTE
	STONES W,	PTE
	SUTTON R.A,	PTE
	TANNER J.W,	L.SJT
	THOMAS I,	CPL
	THOMSON R,	CPL
	TOWERS J.A,	PTE
	TRAYLEN F.L,	PTE
	WHITE A.R,	PTE
	WILLIAMS G,	SJT
13.06.44	AUTY F,	PTE
	CAMPBELL J.R.D,	LT
	SAUQUILLO L,	PTE
14.06.44	HEYWOOD E.F,	PTE
16.06.44	WALKER K.G,	PTE
17.06.44	KIPLING H,	PTE
04.07.44	STEER W.H.E,	SJT
07.07.44	FRIEDLANDER G.E,	PTE
08.07.44	THOMPSON W.J,	CPL
10.07.44	ALLAN W,	PTE
	BLISS C.L,	CAPTAIN
	BOYD W,	L.CPL
	BULL J.W,	PTE





ROLL OF HONOUR

NORMANDY

	GILLON E,	PTE
	RICHARDSON T.G,	PTE
19.08.44	BENNETT G.G,	PTE
	MCCOMBE R.H,	PTE
	WINFIELD F.H,	PTE
	WISE W.H,	S.SJT
20.08.44	WALKER E,	SJT
22.08.44	ADAMS-ACTON M,	PTE
	BERCOT J.M,	LT
	CAMPBELL J.H,	PTE
	DAVIES F.C,	L.SJT
	EVANS P.T,	PTE
	FRANCE H,	PTE
	GILBERT W.J,	PTE
	HAYES J.J,	L.CPL
	LANE H.C,	PTE
	LATHAM A,	PTE
	MCINNES W,	PTE
	MCKINLAY J,	PTE
	MCLEAN J,	SJT
	RABBITTS A.T,	PTE
	WATTS K.B,	PTE
	WILSON F.E,	PTE
01.12.44	GILLARD L.R,	L.CPL

13TH PARACHUTE BN (2/4TH BN THE SOUTH LANCASHIRE REGIMENT)

06.06.44	ALDRED J,	PTE
	DAISLEY S	CAPTAIN
	DAY J,	L.SJT
	FARMER R.K,	PTE
	HALLAS J,	CPL
06.06.44	HARDGREAVES A,	PTE
	JOHNSON T.H,	PTE
	MACKENZIE D.J,	PTE
	MIDDLETON G.R,	PTE
	PIDDLESDEN R.R,	CPL
	POTTER E.E,	PTE
	SHEPHERD C.R,	PTE
	SUCKLEY H.L,	PTE
	WAIN R.S,	PTE
07.06.44	DARBY C.V,	PTE
	PARKER J.W,	CPL
08.06.44	ELLISON F.A.N,	CAPTAIN
	HARBET S,	PTE
09.06.44	CLOUSTON W,	PTE
	SWINDLE R.E,	PTE
10.06.44	BANKS J.M,	PTE
	BROWN A,	L.CPL
	BULL K.F,	PTE
	CLYNE F,	PTE
	COLLIER W.C,	SJT
	ORRELL A,	PTE
12.06.44	PRINCE W,	PTE

	WHITEHEAD F,	PTE
14.06.44	COX A.E,	PTE
	RAINE J.T,	PTE
16.06.44	GREEN H.A,	CPL
	MELBOURNE A,	PTE
19.06.44	DENBY-DREYFUSS P.C,	PTE
	MUIR J,	SJT
	STANYON R.H,	PTE
23.06.44	OSBORNE S,	SJT
25.06.44	LIGHTFOOT V.A,	L.CPL
	PREW E.R.G,	PTE
	SMITH C,	PTE
	WARE S.L,	L.CPL
28.06.44	BARKER L,	PTE
05.07.44	RICHARDS R.D,	PTE
07.07.44	ARMITAGE J.N,	PTE
10.07.44	DIXON G.H,	SJT
	LORD D.A,	PTE
12.07.44	BRITLAND H.F,	PTE
	O'BRIEN-HITCHING G.H,	LT
	SMITH G,	PTE
15.07.44	DONNELLY T.J,	L.SJT
18.07.44	LYSAGHT J.J,	CPL
23.07.44	JOHNS R.E,	PTE
07.08.44	MEARES T,	PTE
08.08.44	CRATES J.E,	PTE
19.08.44	ASHFORD H,	L.CPL

	ATTRIDGE G.A,	PTE
	BARTON F.D,	CPL
	BOTT F,	CPL
	BRASSINGTON R,	CPL
	CRUTCHLEY T.H,	PTE
	DUGGAN F,	PTE
	FUNNELL E.W,	PTE
	GLOVER C.E,	PTE
	HELLIER A.V,	PTE
	HEWITT W.G,	PTE
	HUNTER W.A,	CPL
	JENKINSON S,	PTE
	KELLY G,	SJT
	KNOWLES C.W,	L.CPL
	LYONS A,	CPL
	MCCRUDDEN W.P,	PTE
	MCNALLY W,	PTE
	MOLLOY T.W,	PTE
	MORRIS R,	PTE
	PHILLIPS J,	L.CPL
	PROWSE A,	PTE
	PYATT A.W,	PTE
	RENYARD R.G,	PTE
	RODWELL B.V,	PTE
	RUSDALE C.R,	PTE
	SANDS H,	PTE
	SEDDON H,	PTE
	TONGUE H,	PTE

21.08.44	FREUDE W.M,	L.CPL
22.08.44	BEST J.P,	PTE
	BIBBY E.M,	LT
	GREGORY A.F,	PTE
	TURNER H.F,	PTE
23.08.44	BINNS F,	PTE
	ECKERT C.A.J,	CPL
	HINGHCLIFFE G,	PTE
	HUFGHES E,	SJT
	LOWTHER J,	L.CPL
	MCKIRBY D,	SJT
	MEDLICOTT T.W,	L.CPL
	MISSING J.E.S,	PTE
26.08.44	WOOLHOUSE W.T,	PTE
28.08.44	TARRANT R.M,	MAJOR

HQ 5TH PARACHUTE BRIGADE DEFENCE PLATOON

23.08.44	WHITEHEAD R,	PTE
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6TH AIRLANDING BRIGADE 12TH (AIRBORNE) BN THE DEVONSHIRE REGIMENT

06.06.44	DUNPHY J.J,	CQMS
	NICHOLLS J.D,	PTE
	PALMER W.J,	PTE
07.06.44	BICKLE G.H,	PTE
	CHUBB L.H,	L.CPL
	FARLEY W.J,	PTE
08.06.44	MORRISON J.M,	PTE
09.06.44	LEIGH C.W,	PTE
	SMITH R.B,	PTE
10.06.44	CORBETT P.J,	PTE
	GRIFFIN C,	PTE
	KOSTER J.R,	PTE
	LAVENDER A.G,	PTE
11.06.44	GERMAIN A.E,	LT
	SALISBURY J,	PTE
	SAYER D.C,	CPL
12.06.44	BAILEY F.B,	L.CPL
	BAMPFYADE J.A.F.W,	MAJOR
	BARRATT L.A,	PTE
	FRY I.L,	PTE
	GILMOUR R.I,	PTE
	HOOPER L.J,	PTE
	HYNAM F,	PTE
	KITTOW J.B.E,	LT
	MINTER M.D,	PTE





ROLL OF HONOUR

NORMANDY

	MULLINS E.C.	PTE
	TAYLOR C.A.	L.SJT
	WALTERS H.J.	SJT
13.06.44	RUSSELL R.A.	PTE
16.06.44	BENNING L.A.	PTE
	CLARKE A.	PTE
	FOWLER W.H.	PTE
	PARROTT G.H.A.	PTE
	VIAINT J.	PTE
21.06.44	JEANPIERRE R.J.	PTE
22.06.44	TANNER A.E.	PTE
23.06.44	THORNE R.C.	PTE
28.06.44	JONES G.A.	PTE
02.07.44	HARRIS F.J.W.	CPL
	LEWIS D.E.	LT
03.07.44	GREENSLADE R.R.	L.CPL
05.07.44	PUTTICK R.H.	PTE
11.07.44	COBDEN A.F.	L.SJT
03.08.44	BERRY E.J.	PTE
	CHIVERS M.W.H.	PTE
	LEACH W.C.	PTE
	YEOMAN T.H.	L.CPL
06.08.44	GRANGE D.C.L.	LT
08.08.44	TUCKER R.L.	LT
13.08.44	WEIGHT M.F.W.	PTE
17.08.44	ARMES A.	L.CPL
	FOSTER K.S.	CPL
19.08.44	HAMMOND J.A.	PTE
	PARSONS R.H.	PTE
20.08.44	LOCKETT I.H.	PTE
21.08.44	TOVEY F.S.	PTE
	WOODCOCK E.A.S.	CPL
24.08.44	DAVIES L.E.	PTE
	WEBB L.V.	PTE
25.08.44	AMIS K.A.	PTE
	MONTAGUE T.	L.CPL
	SMITH L.	CPL
26.08.44	PLUMRIDGE C.R.	PTE
	RUSSELL F.A.	PTE
28.08.44	BOYCOTT J.H.	CPL
29.08.44	LOCKYER E.L.	PTE



2ND (AIRBORNE) BN THE OXFORDSHIRE AND BUCKINGHAMSHIRE LIGHT INFANTRY

05.06.44	DEACON T.	L.T.
06.06.44	BROTHERIDGE H.D.	LT
	KNOX H.	CPL
	MILTON C.	PTE

07.06.44	BARWICK C.C.	SJT
	BOWDEN P.W.	PTE
	ECKLE F.J.	PTE
	EVERETT E.J.	PTE
	GREENHALGH F.	L.CPL
	HIGGINS L.C.	PTE
	HEDGES W.P.	PTE
	KELLY E.D.	PTE
	MORROW T.	PTE
	NEWELL E.G.	PTE
	PARK J.	PTE
	REEVE G.E.	L.CPL
	ROBERTS C.L.	PTE
	SEFTON F.J.D.	PTE
	SUMMERSBY A.A.L.	PTE
	WHITE A.D.	L.SJT
	WILKINS W.S.	PTE
	WILKS V.	PTE
	WILLCOCKS C.E.	PTE
08.06.44	CHICKEN G.C.	LT
	JOHNSON K.F.	CPL
09.06.44	FROST S.	L.CPL
	HIGGINS C.H.	PTE
	MINNS F.L.	L.CPL
	SILVESTER W.J.	PTE
	STARR J.F.	PTE
	SYMONDS W.C.R.	PTE
	WILLIAMS E.E.	WO.II(CSM)
10.06.44	BROOKS B.	PTE
	COTTLE D.T.	PTE
	MARRIOTT J.	CAPTAIN
	MILLS D.N.	PTE
11.06.44	LANGOHR J.	L.SJT
13.06.44	TRESIDDER W.E.P.	PTE
	VAN KLAVEREN G.V.	LT
	WALKER F.W.	PTE
	WREN L.M.	CPL
	YOUNG H.G.	PTE
14.06.44	CANTWELL H.E.	L.CPL
	DREW A.C.	PTE
	PANKHURST J.A.	LT
15.06.44	ROBERTS L.H.	PTE
	WILRYCX D.A.	PTE
16.06.44	BLAIR R.G.	PTE
	FLEXEN R.	WO.II(CSM)
	MORLEY G.	PTE
19.06.44	BRABNER M.J.	CAPTAIN
	CREW J.W.	WO.II(CSM)
	DANIELLS R.C.	PTE
	FAVELL E.V.M.	MAJOR
	HIBBARD J.A.	PTE
	JAMES J.	LT.(QM)
	PONTIN D.A.	CPL
20.06.44	FULLER C.H.	L.CPL
	PARSONS W.C.	PTE

25.06.44	GEORGE E.T.	PTE
	NICHOLLS J.D.	PTE
	PHILLIPS C.	PTE
	REYNOLDS W.	CPL
27.06.44	LANGBRIDGE E.H.	PTE
30.06.44	PEER T.G.	PTE
02.07.44	EARL C.E.	L.SJT
04.07.44	RUSSELL P.J.N.	PTE
05.07.44	GILMORE T.A.	PTE
15.07.44	PEPPERALL D.	PTE
19.07.44	SMYTH P.B.	PTE
23.07.44	REVNELL G.L.	LT
25.07.44	YOUNG K.E.	PTE
29.07.44	WHITE H.W.	PTE
07.08.44	DRAGE C.E.	PTE
10.08.44	CLARIDGE R.A.	PTE
13.08.44	READER C.A.	PTE
17.08.44	DREW J.R.A.	CPL
22.08.44	CLIFFE W.J.	PTE
	STACEY J.	PTE
25.08.44	BANNATYNE G.	PTE
26.08.44	BULFORD P.G.	LT
27.08.44	CLAPTON M.C.	PTE
07.12.44	REEVES J.W.C.	PTE



1ST (AIRBORNE) BN THE ROYAL ULSTER RIFLES

06.06.44	WOODBURN J.	RFN
07.06.44	BARRY P.E.	L.CPL
	BOUSTEAD J.D.A.	LT
	COYLE J.	SJT
	GLASS S.	RFN
	GODSAVE P.A.	RFN
	HALVEY J.P.	RFN
	HANKEY T.	RFN
	JEFFERSON N.	CPL
	JOHNS W.H.	RFN
	LOWE L.	RFN
	MCCAYNA G.	CPL
	MCFARLAND N.	RFN
	MCQUILLAN R.H.	RFN
	MAGUIRE P.	RFN
	MERRELL W.R.	RFN
	MOORE W.J.	L.CPL
	MORGAN R.N.	CAPTAIN
	NELSON J.H.	RFN
	O'BRIEN C.	L.CPL
	O'CONNOR P.J.	L.CPL
	OLIVER J.C.	RFN
	O'REILLY M.	RFN





ROLL OF HONOUR

NORMANDY

	REILLY J.J.V,	RFN	13.06.44	CHAMBERS T,	L.CPL		CRANSTON A.S,	LT
	SHAKESPEARE A,	RFN	13.06.44	COUSINS C.J.H,	RFN		GRAHAM T.G,	RFN
	STEVENSON R.J,	RFN		HEGAN W.J,	RFN	12.07.44	EDMONDS G,	RFN
	TESTRO I.G,	RFN		MCCARTHY T,	CPL	13.07.44	MOFFETT J.C,	RFN
	TURNER W,	RFN		MCCOO J,	RFN	18.07.44	MAGINNIS G.A,	LT
	WINFIELD W,	L.CPL		TURRELL H.G,	RFN	06.08.44	DILLON E.C,	RFN
	WRAY T,	L.CPL	14.06.44	CRAWFORD W,	RFN	17.08.44	TOPPING S,	RFN
08.06.44	CHARLES A,	L.SJT	16.06.44	GUALDI C.J,	L.CPL	18.08.44	GARMAIN R.E,	RFN
	GREER H,	L.CPL		QUINN R,	LT		TAYLOR D,	PTE
	MULLINS P.J,	RFN	19.06.44	JOHNSTON W,	RFN	20.08.44	WALKER G.J,	RFN
	PAYNE E.D,	RFN		KEOGH P.F.B,	RFN	22.08.44	JOHNSTON E.F,	MAJOR
	RAYNHAN S.R,	CPL		MCGUIRE N,	RFN	23.06.44	SCANLON B.J,	RFN
	STARR A.L,	RFN		O'CONNOR T,	RFN		SOUTHAM E,	CPL
09.06.44	MCILROY J,	RFN		RILEY R,	CPL	24.08.44	FEENEY C,	RFN
	MEARNS H,	RFN	20.06.44	SMITH W.H,	RFN	25.08.44	SMYTH J.T,	RFN
	PROSSER R.H.J,	RFN	23.06.44	PARROTT T.A,	CPL	11.09.44	MCCONNELL C,	RFN
	WILLIS N,	RFN	25.06.44	ARCHDALE M.M.L,	LT	13.09.44	EDMONDS D.P,	LT
10.06.44	GREER J,	RFN	06.07.44	O'FLANAGAN P,	RFN	04.10.44	MacFANNEN J.T.N,	LT
	STOGDALE J,	CPL	07.07.44	DEMPSTER E,	CPL	11.11.44	DWYER S,	RFN
11.06.44	MAGILL N.M,	RFN	09.07.44	MCBURNEY W.A,	RFN	26.12.44	GILBERT W.E,	RFN
12.06.44	SAWER A.C.J,	RFN	10.07.44	BLYTHE J,	RFN			





ROLL OF HONOUR

ARNHEM

SERVICEMEN OF OR ATTACHED TO H.Q. 1ST AIRBORNE DIVISION

18.09.44.	GIBSON V,	PTE
	GOULD K.G,	DVR
20.09.44.	JONES L.D,	DVR
21.09.44.	MADDEN D.J,	MAJOR
22.09.44.	CHEESEMAM D.H,	DVR
	SMITH B.B,	L.CPL
23.09.44.	DEVONSHIRE W.G,	PTE
	SANKEY C.E.P,	LT
24.09.44.	CHAPMAN A,	CPL
25/26.09.44.	BROWN R.D,	S.SJT
02.10.44.	KEESEY J.H,	CAPTAIN



1ST AIRLANDING SQUADRON, RECONNAISSANCE CORPS, R.A.C.

17.09.44.	BRUMWELL R,	TPR
	BUCKNALL P.L,	LT
	EDMOND W.M,	TPR
	GORRINGE E.J,	TPR
	GOULDING L.P,	TPR
	McGREGOR T,	L.SJT
	STACEY W.C,	L.SJT
18.09.44.	BAKER A.C,	L.CPL
	CHILTON F.W,	TRP
19.09.44.	BRAWN F,	TRP
	McSKIMMINGS R,	TRP
	PEARSON H.E,	LT
	SALMON J.G,	TRP
	WEAVER J.M.J,	TRP
20.09.44.	CHRISTIE J.A,	LT
	MASON D.H.K,	CPL
22.09.44.	IRALA J.M,	TRP
23.09.44.	PLATT H.A,	CAPTAIN
24.09.44.	ODD A.H,	TRP
	PARK J.R.C.R,	CAPTAIN
	PASCAL A.F,	LT
	WALKER T.A.W,	TRP
25.09.44.	GILES D,	TRP
	HOLDERNESS G.E,	SQMS
25/26.09.44.	CAIRNS L,	CPL
	TICKLE S,	TRP
27.09.44.	McNABB T.V.P,	LT
13.11.44.	POTTS R,	L.CPL



ROYAL REGIMENT OF ARTILLERY 1 AIRLANDING ANTI-TANK BATTERY

17.09.44.	BOOTH H,	GNR
18.09.44.	RAMS M,	SJT
19.09.44.	BRADLEY W.H,	BDR
	WEATHERELL H.B,	GNR
19/20.09.44.	HAMMOND R,	GNR
20.09.44.	COOK L.R,	BDR
	MITCHELL J,	GNR
	RYDEN L.G.H,	L.BDR
	SCLATER E.C,	GNR
	WHITTAKER H,	LT
20/21.09.44.	DOIG H.E,	SJT
	LOCK A.F,	GNR
21.09.44.	FORDER F.G,	GNR
	LARKIN L.G,	GNR
	UNDERWOOD L.C,	GNR
	WYATT J.H,	SJT
	BAXTER B,	GNR
23.09.44.	WARWICK T.S,	GNR
25.09.44.	RICHARDSON A.C,	GNR
26.09.44.	McCULLOCK J.J,	BDR
	MARTIN P.D,	L.BDR
	OGDEN R,	GNR
	ROBSON G,	GNR
	THOMAS G.E,	SJT

2 AIRLANDING ANTI-TANK BATTERY

18.09.44.	CRAWFORD R.J,	SJT
	McLAREN R.L,	LT
19.09.44.	EDWARDS L.E,	GNR
	FLYNN F.S,	L.SJT
	GLOVER R.D,	LT
	PALMER C,	LT
20.09.44.	BAXTER H.J,	WOII (B.S.M.)
	McCRACKEN R,	GNR
	SENDALL D.E,	GNR
21.09.44.	GRAHAM A,	BDR
	HOWARD W.N,	GNR
	LOVELL S,	GNR
	STEELE F.G,	GNR
22.09.44.	MacHENRY J,	L.SJT
23.09.44.	BURGESS D.H,	GNR
24.09.44.	McCULLOCH J.B,	BDR
25.09.44.	BULLOCK L,	GNR
	SWEETINGHAM L.R,	GNR
25/26.09.44.	BETHELL T,	L.BDR

26.09.44.	BARRON P.R.M,	CAPTAIN
	CALLEN A.I,	GNR
	JONES S,	GNR
	McFARLANE W,	SJT
	MOORE E,	GNR
01.10.44.	PECK E.W,	GNR

1ST AIRLANDING LIGHT REGIMENT

17.09.44.	BROWN F.V,	GNR
	HEMPTON R.W,	BDR
	STUBBS E,	GNR
	TUSTIN H.T,	GNR
18.09.44.	HALL J.K,	GNR
	MORGAN T.G,	L. BDR
19.09.44.	BINGHAM H,	GNR
	PITT A,	GNR
19/20.09.44.	LAWSON D,	WOII (B.S.M.)
20.09.44.	GRAY G,	GNR
21.09.44.	LAKIN G.R,	GNR
	MEIKLE I.O,	LT
22.09.44.	NORMAN-WALKER A.F,	MJR
	PATCHETT H.J,	GNR
	SIME T,	GNR
23.09.44.	GREEN G.R,	L.BDR
	HALLIDAY K.C,	LT
	MUIR J,	GNR
	PEARSON H.C,	L.BDR
24.09.44.	ADAMS O.J,	GNR
	BAISDEN A.V,	GNR
	LEITCH C.S,	LT
	TAYLOR F.H,	GNR
	TAYLOR P.A,	CAPTAIN
24/25.09.44.	DOVE W.S,	BDR
25.09.44.	KEELING M.A,	GNR
	KNIGHT M.J,	BDR
	MARRIOTT H,	SJT
	PLUMMER D.E,	GNR
	WOODS J.H,	LT
25/26.09.44.	JONES K.B,	GNR
26.09.44.	ALDRED P.N,	GNR
09.10.44.	CHARD P,	CAPTAIN
18.10.44.	HOLDEN B,	L.BDR
31.10.44.	HARDY S.E,	SJT
08.12.44.	TATTON S.R,	L.BDR

1 (AIRLANDING) FORWARD OBSERVATION UNIT

19.09.44.	ACTON E,	GNR
	BOWERMAN D.C.O,	CAPTAIN
	BUCHANAN H.S,	CAPTAIN
	GOW R.G.A,	CAPTAIN
21.09.44.	HIGGINSON H,	GNR
22.09.44.	MAHY W.J,	BDR
24.09.44.	STEVENS R.H,	CAPTAIN





ROLL OF HONOUR

ARNHEM



CORPS OF ROYAL ENGINEERS

21.09.44. ROBERTSON R.A. LT

I PARACHUTE SQUADRON

17.09.44. MADDEN W. SPR
 18.09.44. GUERAN S. F. SPR
 MORRISON W. DVR
 19.09.44. GILLHAM H.E. SPR
 GRAY D. SPR
 HEMMING S.K. SPR
 HICKS T.G. SPR
 20.09.44. BRETHERTON J. SPR
 HAZELWOOD W.V. CPL
 HOATH F.J. SJT
 NEVILLE D. L.CPL
 SHERWOOD H.M. SPR
 SIMPSON W.L.G. CPL
 21.09.44. BROOKS T. SPR
 TAYLOR G. SPR
 22.09.44. CAMPBELL J. SPR
 25.09.44. ADAMS W.B. SPR
 28.09.44. KILL W.C. L.CPL
 22.12.44. WAKE A.V. SPR

4 PARACHUTE SQUADRON

18.09.44. COOPER J.B. CPL
 TAYLOR R.F. CPL
 WALKER R. DVR
 19.09.44. EPPS P.S. SPR
 20.09.44. ACKLAND L.J. L.CPL
 ADDERLEY R.L. SPR
 MORRISON G.F.W. SPR
 SALMON C.E. L.CPL
 THOMAS N.B. CAPTAIN
 YATES F. SPR
 21.09.44. EDEN M.C. LT
 WILLIAMS R.J. SPR
 22.09.44. WILLERS R. SPR
 23.09.44. HIGGINS B. SPR
 RAWLINGS L.D. SPR
 24.09.44. CUNNINGHAM T. SPR
 26.09.44. SEABROOK D. DVR
 29.09.44. BALL W. L.CPL

9 (AIRBORNE) FIELD COMPANY

17.09.44. ALLEN R.H. L.SJT
 BEALE J.C. SPR
 BURROWS W.H. L.CPL
 CALVERT C.W. SPR
 CARNEY R. SPR
 17.09.44. CLAMPETT A.L. CPL

CUTHBERTSON A. SPR
 DAVIS F.A.S. SPR
 EVANS J. SPR
 FERNYHOUGH J. SPR
 GODFREY E.J. SPR
 HALL A. SPR
 HOLTHAM D.E. SPR
 OAKEY A.F. SJT
 PICKBURN E.V. L.CPL
 SHEPPARD E.E. SPR
 STREET A.R. SPR
 TURNER C. SPR
 WATT A.G. SPR
 WESTFIELD J. SPR
 WILLIAMSON J.S. SPR
 HOLDSTOCK R.F. SPR
 TIMMINS R.E.J.W. LT

17/25.09.44. COTTLE A.A. SPR
 18.09.44. GREIG P. SPR
 RUSSELL R.V. SPR
 TAKLE W.T.N. L.CPL
 19.09.44. CLOSE J.H. SPR
 ROGERS W.J.R. SPR
 19/20.09.44. TROUSE R.G.W. SPR
 20.09.44. PINK H.A. CPL
 21.09.44. GWILLIAM G. R.J. DVR
 MORRIS T.O. SPR
 23.09.44. KELLY J.M. SPR
 RYDER J.G. L.SJT
 24.09.44. BINYON R.B. CAPTAIN
 LAWSON A. SPR
 SNOW H.E. S.SJT
 25.09.44. ASHWORTH N.B. CPL
 CLARKE K. SPR
 EVANS R.F.E. CPL
 25/26.09.44. MAY G.H. SPR
 SHELLEY L.F. SPR
 29.11.44. EVERITT J. SPR

261 (AIRBORNE)

FIELD PARK COMPANY

20.09.44. SKINNER W.H. LT
 25.09.44. ANDERSON L.T. SPR



ROYAL MECHANICAL & ELECTRICAL ENGINEERS 1ST (AIRBORNE) DIVISION WORKSHOP

18.09.44. WARE C.W. CFN
 20.09.44. GIBB A. CFN
 21.09.44. HARVEY V.J. CFN
 25/26.09.44. MURPHY J.W. CPN



THE GLIDER PILOT REGIMENT ARMY AIR CORPS

17.09.44. BAXTER G.S. S.SJT.
 BRACKSTONE C.T. SJT
 COOK L.A.L. SJT
 FRASER R.A. SJT
 GARDNER L.J. S.SJT
 JOYCE T.A. SJT
 LAWSON E. SJT
 MALTBY R.A. LT
 ROWLAND R.R. SJT
 TARRANT H.A.P. S.SJT
 THOMSON J.W.R. SJT
 WHITE D.A. S.SJT
 WINKWORTH C.W. SJT
 17/25.09.44. WORTHINGTON B.G. SJT
 18.09.44. ADAMS N.V.M. LT
 ADAMS R.A. SJT
 BASHFORTH A.L. S.SJT
 BOORMAN N.J. SJT
 BOSLEY J. S.SJT
 BRALEE S. SJT
 CARTLIDGE D. S.SJT
 CHANDLER F.J. SJT
 18.09.44. CLARK A.A. S.SJT
 CROFT R.M. SJT
 DUNN H. S.SJT
 EVANS J. SJT
 GELL C. SJT
 HARRIS J.W.R. S.SJT
 HOLLOWAY E.J. S.SJT





ROLL OF HONOUR

ARNHEM

	HUMPHREYS C.H.	S.SJT		SMITH S.R.	LT		RANGER N.J.	SJT
	HUXLEY B.	SJT		TAYLOR C.C.	LT		REDDING F.G.	SJT
	JONES L.V.	SJT		THOMPSON D.	SJT		SMALLWOOD W.A.	S.SJT
	JONES P.R.	S.SJT		WADSWORTH L.	S.SJT		WALLACE D.B.	S.SJT
	LAWRENCE A.C.	S.SJT		WHYBORN P.E.	SJT		WRIGHT J.R.	S.SJT
	LAWSON G.	SJT	20/22.09.44.	GREENE J.C.	SJT	24/25.09.44.	ALLISON G.S.	SJT
	LEE J.B.	W.O.II (C.S.M.)	21.09.44.	ANDREWS D.	SJT		MIDGLEY G.	SJT
	LYON M.	SJT		CHITTLEBURGH K.T.	LT		RICHARDS A.E.	S.SJT
	MCCARTHY A.F.	SJT		COLE H.C.L.	LT		YEATMAN F.J.	S.SJT
	MAYES T.W.	S.SJT		DALLIMORE A.J.	SJT	24/26.09.44.	BROWN H.V.	S.SJT
	PALMER J.	S.SJT		HOGG G.H.	SJT		NADEN J.E.P.	S.SJT
	PHILLIPS E.	S.SJT		MARRIOTT C.	SJT	25.09.44.	ANDERSON D.G.	LT
	RICKWOOD G.A.	S.SJT		RAGGETT D.B.F.	SJT		BINNINGTON G.L.	S.SJT
	SMITH T.M.	SJT		WEST E.L.	SJT		BROWN J.W.	SJT
	SPENCER H.H.	SJT		WITHINGTON T.	SJT		BRUCE R.C.	SJT
	WATSON L.F.	S.SJT		WYATT D.	SJT		BURRIDGE G.H.	SJT
18.09.44.	WHITE R.E.	S.SJT	22.09.44.	BRIGGS G.A.	SJT	25.09.44.	CASTLE V.E.	S.SJT
	WILLIAMS L.E.	SJT		CLARKE E.E.	S.SJT		CURLEY J.	S.SJT
	WISEBAD J.	SJT		CULVERWELL S.M.	LT		DAVIES D.G.	S.SJT
18/25.09.44.	FREW E.	S.SJT		CUMMINS B.A.	S.SJT		DAVEY T.E.	SJT
	SNUSHALL J.A.W.	SJT		DOWNING M.W.	LT		DOBBINGS W.D.	SJT
	WOOD H.	SJT		EVANS W.E.	S.SJT		ELLIN J.B.C.	S.SJT
19.09.44.	BANKS R.	S.SJT		FIRTH E.H.	S.SJT		DRUREY B.	S.SJT
	DANIELS D.D.	S.SJT		FRANKS R.	SJT		GOOLD D.S.	S.SJT
	DERBYSHIRE F.A.	LT		IRVINE R.	LT		GREENHILL F.W.	SJT
	DODD W.	S.SJT		JONES A.L.	SJT		HARRIS H.S.	S.SJT
	GREEN K.W.	SJT		KERR D.F.	S.SJT		HIGHAM R.B.	SJT
	HANNAM I.C.	SJT		MARKWICK E.J.	LT		HILL P.B.	S.SJT
	HEBBLETHWAITE B.	SJT		RICHARDSON W.K.	SJT		HOLDREN C.R.	S.SJT
	JOHNSON P.D.	SJT		RUBENSTEIN T.A.	SJT		HUNTER J.S.	SJT
	LEVISON J.O.	SJT		SHARROCK J.J.	SJT		JEAVONS W.T.	SJT
	LIVINGSTON D.M.	SJT		SMITH H.W.	SJT		JOHNSON J.	SJT
	McLAREN W.C.	S.SJT		TAYLOR J.D.	SJT		MATHEWS S.F.	S.SJT
	MURPHY T.	SJT		THOMAS E.J.	CAPTAIN		McMILLAN A.C.	S.SJT
	NEILSON R.C.	SJT	23.09.44.	BOYD J.F.	S.SJT		MOORCOCK D.E.	S.SJT
	OSBORN R.E.	S.SJT		BRIGGS G.R.	S.SJT		MUIR I.C.	CAPTAIN
	PATTINSON L.R.	SJT		FOWKES T.	SJT		NEWARK M.C.	PTE
	WHITEHOUSE N.K.	SJT		McMANUS V.D.	S.SJT		NEWMAN R.F.	SJT
	WOODROW E.W.	S.SJT		MANN J.R.	SJT		PHILLIPS A.	SJT
	WRIGHT J.	S.SJT		MILLS K.S.	LT		PICTON R.K.	S.SJT
	YATES A.G.	SJT		MOON E.B.	SJT		POWELL H.E.	S.SJT
19/20.09.44.	BONHAM J.F.	SJT		NEWMAN D.H.	SJT		RICHARDSON C.D.	S.SJT
	WEST J.	SJT		SHARP H.	SJT		SHIPP D.H.	SJT
20.09.44.	BELL A.	S.SJT		SHUTTLEWORTH D.H.	CAPTAIN		TAYLOR H.C.	S.SJT
	FISHER C.	S.SJT		SMELLIE J.F.	CAPTAIN		TOMLINSON E.B.E.	SJT
	GAULT B.T.	SJT		STEWART T.W.	S.SJT		TURL J.	SJT
	GRAHAM J.F.	SJT	23/24.09.44.	BRAZIER P.J.	LT		WALTERS J.	SJT
	HARDIE N.G.	CAPTAIN		GOULD R.P.	S.SJT		WILKINSON S.A.	S.SJT
	HOWELL H.G.	S.SJT	24.09.44.	BAKER E.J.	S.SJT		WILLIAMS N.D.	SJT
	HOWES L.H.	SJT	24.09.44.	BONSEY R.A.	SJT	25/26.09.44.	WOODS R.O.	S.SJT
	LEYSHON L.	SJT		FORRESTER R.	SJT		BURGE J.G.	SJT
	MACKENZIE B.W.	SJT		GOODWIN W.	S.SJT		GITTINGS J.H.	SJT
	McGOWAN D.	SJT		KIFF L.T.	SJT		MANBY H.M.	S.SJT
	PARKINSON H.	SJT		NAYLOR C.	SJT		PAINTER G.	SJT
	ROYLE J.P.	MAJOR		PIDDUCK D.F.	SJT		SMITH J.C.	SJT
	SIMION E.	SJT		PLowMAN T.A.	CAPTAIN		TAYLOR F.W.	SJT
							WHITE A.	S.SJT





ROLL OF HONOUR

ARNHEM

25/27.09.44. WILTON D.C. SGT
 26.09.44. COWAN E.A. SGT
 DITCH R.R. S.SJT
 NEALE F.J.T. CAPTAIN
 OGLVIE J.G. CAPTAIN
 SAUNDERS R.H. S.SJT
 TOSELAND P. SGT
 27.09.44. PICKFORD E. S.SJT
 28.09.44. MILLS G.T. CAPTAIN
 29.09.44. WALKER H. SGT
 02.10.44. BARRIE W.N. CAPTAIN
 04.10.44. FENDICK H. S.SJT
 GWINN M.A. SGT
 HUARD J.F. SGT
 WATERHOUSE A. SGT
 06.10.44. HOLLINGSWORTH T. SGT
 06.10.44. WEST R.W. S.SJT
 08.10.44. OXENFORD A.R. CAPTAIN
 16.11.44. HARRIS A.A. S.SJT
 07.12.44. BEWLEY J.M. LT
 09.12.44. WINSPIER L. S.SJT
 23.12.44. FOLLINGTON D.C. SGT



ROYAL CORPS OF SIGNALS 1ST AIRBORNE DIVISION SIGNALS.

18.09.44. DUNNING G.C. SGN
 WATERSTON G.M. PTE
 WILES R.C. SGN
 19.09.44. HARRIS R.L.W. SGN
 NORBURY D.J. SGN
 WESTALL L. L.SJT
 20.09.44. BLATCH S.L. CAPTAIN
 SOUTHWARD E. SGN
 SPIRES C.D. DVR
 21.09.44. PETERS J.A.L. SGN
 THOMPSON J.D. L.CPL
 THOMSON A. SGN
 WATKINS J. L.CPL
 WOLFE D.J.V. SGN
 DEAN J. SGN
 BLOOMFIELD J.E. SGN
 23.09.44. FREW A.B.M. DVR
 24.09.44. MIDDLEING H. SGN
 SHAW W.T.P. SGN
 STEWART D.W. SGN
 25.09.44. DAY P.E. CPL
 SMITH C.E. SGN
 THOMPSON A.W. SGN

25/26.09.44. HIBBITT R.H. DVR
 26.09.44. ELLAM T. SGN
 GREGG R.A. LT
 OXENHAM L.J. SGN
 02.10.44. GAULT J.D.A. SGN

H Q AIRBORNE TROOPS SIGNAL SECTION

17.09.44. GEE F.H. LT
 SELLERS F.A. CPL
 06.10.44. DOLPHIN J.K. SGN



1ST (AIRBORNE) DIVISIONAL ORDNANCE FIELD PARK, ROYAL ARMY ORDNANCE CORPS.

25.09.44. GRANTHAM F.W. CPL
 25/26.09.44. ANDREWS K.C.W. CPL



ROYAL ARMY MEDICAL CORPS 16 PARACHUTE FIELD AMBULANCE

17.09.44. HAGGART J.R. PTE
 17/25.09.44. HOPE A.S. PTE
 19.09.44. MACDONALD T.J. PTE
 21.09.44. SHAW R.K. PTE
 27.11.44. WEBSTER S. PTE

133 PARACHUTE FIELD AMBULANCE

18.09.44. COOKSLEY S. L.CPL
 JAMES J.H. DVR
 PARKER J. DVR
 THOMPSON T. PTE
 19.09.44. PILBEAM A.W. SGT
 24.09.44. LOUIS P. CAPTAIN
 25.09.44. LEECH J. PTE

181 AIRLANDING FIELD AMBULANCE

21.09.44. DOYLE J.T. CAPTAIN
 22/23.09.44. DADSWELL D. L.CPL
 25.09.44. BIGGS S.D. PTE

27.09.44. DUKE W.A. PTE
 FINDLAY W. PTE



CORPS OF ROYAL MILITARY POLICE 1ST (AIRBORNE) DIVISIONAL PROVOST COMPANY

18.09.44. HOOKWAY E.J. L.CPL
 19/21.09.44. CALLAWAY H.L. SGT
 22/23.09.44. ROBERTS A. SGT
 26.09.44. FALCK R.J. LT
 NEWBY J.T.F. L.CPL
 26/27.09.44. JONES P.W. CPL
 29.09.44. GRAY W.B. CAPTAIN



89 PARACHUTE SECURITY SECTION INTELLIGENCE CORPS

17.09.44. MAYBURY A. CPL
 27.09.44. SCARR P.D. CPL

250 (AIRBORNE) LIGHT COMPOSITE COMPANY ROYAL ARMY SERVICE CORPS.

17.09.44. BONDY R.C. DVR
 18.09.44. BENNETT W. DVR
 KENNEL J.J. DVR
 PLANT L. L.CPL
 THOMAS R.J. DVR
 18/25.09.44. BUTTEN J.S. DVR
 WHITTET H.G. CPL
 19.09.44. FIELD M.J. DVR
 GEERE K.J. DVR
 KAVANAGH D.T. CAPTAIN
 MCKINNON J.G. DVR
 WIGGINS A. CPL
 21.09.44. BURNS J.D. DVR
 HILL F.W. DVR
 PEACOCK L. DVR
 SNELLING R.J. S.SJT
 22.09.44. MORTON J. PTE
 DAVIES H.C. L.CPL
 23.09.44. DOCHERTY A.F. L.CPL
 24.09.44. DOUBLEDAY R. CPL
 HATTON D. DVR





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ARNHEM

25.09.44. LAW A. DVR
WALSH J. SJT
25/26.09.44. SHARP W.R. CPL
01.10.44. PRESTON W.R. DVR
02.10.44. BELL R.F. L.CPL
15.10.44. JUDD L.J.G. CPL

SERVICEMEN OF 1ST BRITISH AIRBORNE DIVISION, BUT SPECIFIC UNIT NOT KNOWN.

19.09.44. KIRKHAM H.L. PTE
WALFORD J.A. DVR
22.09.44. MADDOCKS S. PTE



2ND (AIRBORNE) BATTALION, THE OXFORDSHIRE & BUCKINGHAMSHIRE LIGHT INFANTRY, 1ST AIRBORNE DIVISION DEFENCE PLATOON.

21.09.44. BASS R.J. PTE
22.09.44. TOES J.A. PTE
24.09.44. BARTON L.J. PTE
25.09.44. MATTHIEU F.G. PTE
25/26.09.44. SMITH W.G.J. PTE



21ST INDEPENDENT COMPANY, THE PARACHUTE REGIMENT, A.A.C.

17.09.44. JONES J.A. CPL
20.09.44. LONDON W. PTE
MARTIN D.B. SJT
21.09.44. MAY M.L. PTE
21/23.09.44. PHILPOT A.E. PTE
22.09.44. FIELY J.V. PTE
23.09.44. AVALLONE J.P. PTE
DUNBAR T.M. L.CPL
ROSENFELD H. CPL
THOMPSON E.V. SJT
23/25.09.44. MITCHELL G. L.CPL
25.09.44. BLEICHROEDER T.A. PTE
HART J.E. PTE
26.09.44. CAMERON J. PTE

GYLLENSHIP W.J. L.CPL
27.09.44. HORSLEY J. LT
29.09.44. ROBERTS K. PTE
20.10.44. HILLIER F.J. PTE
5.11.44. MORRIS J. PTE
13.12.44. SWALLOW B.C. SJT

1ST PARACHUTE BRIGADE 1ST BATTALION THE PARACHUTE REGIMENT, A.A.C.

17.09.44. BUNE J.C. MAJOR
COOPER N. PTE
DOUGAN R.A. PTE
GORDON O. PTE
GRIFFITHS J. PTE
LEWIS W.G. L.CPL
MOORE W.G. PTE
NASH L.A. CPL
NICHOLLS C.C. PTE
TOWHEY J. PTE
WHITMORE W.T.H. PTE

17/18.09.44. GREEN P.J. PTE
18.09.44. BAILEY T. PTE
BAKER A.E. PTE
BOLAND A.H.A. PTE
BUCHANAN R. CPL
CARTMAN J.T. PTE
CAST H. PTE
COGHLAN E. PTE
CURTIS R.H. PTE
DEAN R.L.A. PTE
DYER L.W. PTE
ELLIS S. PTE
FAIRWEATHER J. PTE
GOULDEN J.R. PTE
HARWOOD A. CPL
JOHNSON E.J. PTE
KATIFF J.B. PTE
KNAPPER J. PTE
PHILLIPS G.W. PTE
PROUD B. PTE
SMITH C.E. PTE
SUMMERS H.E. PTE
TIMBRELL E.W. PTE

18/19.09.44. REYNOLDS A. CPL
19.09.44. BERMINGHAM J. SJT
CORT A.R. PTE
CUPPLES S.W. PTE
DALZELL R.A. PTE
DAVIES C.G. PTE
DOBROZYSKI F.P. PTE
GEDNEY V. L.CPL
KILMARTIN M.G. LT
MORRIS F. SJT
19.09.44. TAYLOR G.A. PTE
20.09.44. BLUNDELL G.M. CAPTAIN
BOOSEY J.R. L.CPL

CLARKE E. PTE
CURTIS L.A. 2ND LT
DEVLIN W.J.P. PTE
McCARTHY G. PTE
McKENZIE J. PTE
MACKIE A. PTE
McKNIGHT J.B. SJT
TOMLINSON C. PTE
21.09.44. GOULD R.D. PTE
HART G. PTE
LENTON A.V. L.CPL
MURRAY G.S. L.CPL
OSBORNE A. CPL
WARREN B.G. PTE
22.09.44. CLARKSON A.D. LT
DONALSON R.D. PTE
McGHIE D.P. L.CPL
24.09.44. CLARKE A.L. CPL
GORDON J.G. PTE
PREEN W.A. PTE
25.09.44. BEST G. PTE
BROWN L.H. L.CPL
DACEY T. PTE
MATSON G.E. CPL
REID H.G.D. SJT
STRACHAN F.A. PTE
WARBURTON H. PTE
26.09.44. LLOYD A.B. CPL
28.09.44. BEST C.F. PTE
01.10.44. COLEWELL T.W. PTE
WHITING F.J. CPL
04.10.44. DANN A.V. PTE
05.10.44. BAINBRIDGE D. PTE
07.10.44. WATERWORTH G.W. L.CPL
05.11.44. PHEASANT C. PTE

2ND BATTALION, THE PARACHUTE REGIMENT, A.A.C.

17.09.44. CANE P.H. LT
GIBSON T.A. PTE
GRONERT C. PTE
GRONERT T. PTE
LONEY W. L.CPL
PARKER W.L. PTE
PRATT T.A. PTE
ROGERS E.H. CPL
SHIPLEY N.W. PTE
18.09.44. BURNS W. SJT
CREW W.F. PTE
DAVIES G. PTE
MEADS D. W.O II (B.S.M.)
ORBELL E. L.CPL
PRINCE J. PTE
SMITH J.R. PTE





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	WALLIS D.W.	MAJOR
18/19.09.44.	MURRAY P.M.	PTE
18/25.09.44.	COLE E.H.	PTE
	REEVE W.H.	PTE
19.09.44.	COCKBURN A.	PTE
	BLISS B.	PTE
	HIGGINS J.	PTE
	McCREATH W.	SJT
	ROUGHSEGE W.	PTE
	RUSSELL W.J.G.	PTE
	WADDILOVE C.R.	L.CPL
20.09.44.	BOITEUX-BUCHANAN C.D.	LT
	FRASER D.	PTE
	GRAYBURN J.H.	CAPTAIN
	MOON R.W.A.	PTE
	PURNELL R.S.	PTE
	RATTRAY A.A.	CPL
	SIMPSON J.	PTE
21.09.44.	BATTRICK H.J.	PTE
	DODDS F.W.	CPL
	ELLINGFORD G.E.	PTE
	NICHOLLS F.S.	CPL
	RUDDY J.	CPL
	TATE F.R.	MAJOR
21/25.09.44.	POWER S.	SJT
	SCOTT W.W.	W.O II (C.S.M)
22.09.44.	BARNETT F.	CPL
	McAUSLAN A.H.	PTE
	McDERMONT A.J.	LT
	THOMSON J.	SJT
23.09.44.	MAY G.E.	PTE
	ALLEN S.	PTE
	McCRACKEN G.E.	PTE
	PAGE W.J.	PTE
25.09.44.	ALLMAN F.	PTE
	SADLER L.D.	PTE
	THOMPSON B.E.	SJT
14.10.44.	WOODS R.B.	LT
16.10.44.	FITTOCK C.M.	PTE
20.10.44.	STOKES R.W.	PTE
27.10.44.	KALIKOFF M.	SJT

3RD BATTALION THE PARACHUTE REGIMENT, A.A.C.

17.09.44.	BAMSEY W.E.	L.CPL
	BENSTEAD J.W.	PTE
	CHENNELL S.A.	PTE
	COPE B.H.	CPL
	GRAHAM T.E.	L.SJT
	HILDYARD-TODD W.	SJT
	MATTHEWS G.	PTE
	WARD W.	PTE
	WILSON D.F.	SJT
18.09.44.	AYRES G.	PTE

	BALL L.P.	PTE
	DECKER A.W.	PTE
	DOWN S.L.	PTE
	EVANS A.C.	L.SJT
	FERN W.	PTE
	HAMPTON J.	CPL
	HIBBURT P.L.	LT
	HILL G.T.	LT
	HOEFLING H.E.W.	PTE
	HOPWOOD F.W.	PTE
	KEARNS B.P.	PTE
	RHODES H.	PTE
	SHARP H.R.	L.SJT
	TATNELL A.W.	PTE
	WADDY A.P.H.	MAJOR
18/25.09.44.	COLLINS K.	PTE
	YATES W.H.	PTE
19.09.44.	ALLEN R.	W.O. II (C.S.M.)
	ATKINSON W.	PTE
	BOWLER G.F.	PTE
	BRYNING W.T.M.	CPL
	CHAMPION E.	PTE
	GREEN J.	PTE
	HASLAM J.	PTE
	LUCENA M.R.	PTE
	PALMER D.J.J.	PTE
	PETTIT B.	PTE
	SMITH W.	PTE
	STOTT H.	PTE
	WELSH P.W.	PTE
19/23.09.44.	FITCH J.A.C.	LT.COL
19/25.09.44.	PERRYMAN D.W.R.	SJT
20.09.44.	BURROWS C.	PTE
	FRASER W.A.	LT
	HOPE J.W.	PTE
	HOUSTON J.I.	MAJOR
	RICHE E.M.	PTE
20.09.44.	RUSSELL G.W.	PTE
	SMITH R.T.	PTE
	STANLEY W.H.	L.CPL
	SUMMERFIELD R.H.	CPL
	WHITE M.	SJT
21.09.44.	DAVIES D.J.	SJT
	DORRIEN-SMITH G.R.	CAPTAIN
	SMITH G.L.	SJT
22.09.44.	BLAKELEY I.	SJT
24.09.44.	HITCHEN A.L.	PTE
	WHITEHEAD H.J.	CPL
25.09.44.	FELTON A.	PTE

	HOLDING D.	PTE
	NEWMAN A.H.	PTE
26.09.44.	BECKETT T.L.	PTE
	WRIGHT G.J.G.	PTE
	HODGSON W.K.	CAPTAIN
10.10.44.	BUSSELL R.M.	LT
20.11.44.	McDOUGALL J.	PTE

SERVICEMEN OF OR ATTACHED TO HQ 1ST PARACHUTE BRIGADE.

18.09.44.	ROBERTS R.T.	PTE
	STEPHENSON R.	PTE
20.09.44.	DUNBAR W.T.	PTE
	O'ROURKE J.E.	PTE
	SHUTTLEWOOD R.H.	PTE

4TH PARACHUTE BRIGADE 10TH BATTALION THE PARACHUTE REGIMENT, A.A.C.

18.09.44.	ALLEN W.J.	PTE
	BENNETT F.W.C.	SJT
	BURKE J.	PTE
	COLLIE J.	SJT
	CROTHALL S.A.	PTE
	HOWS D.F.	PTE
	LEE R.E.	PTE
	MUIR M	PTE
	PARTINGTON W.J.	SJT
	MACKEY P.W.A.	LT
	PENWILL A.W.	PTE
	POUPARD P.M.	PTE
	RODERICK H.C.J.	LT
	WRIGHT A.E.	CPL
	VERHOEFF A.W.	PTE
18/20.09.44.	PARTINGTON G.E.	CPL
18/25.09.44.	FRANCIS A.R.	SJT
18/25.09.44.	GOODHEART V.H.	PTE
	GLAZIER J.C.J.	SJT
19.09.44.	CARTER L.F.	SJT
	CHESSON F.H.	SJT
	DRAYSON G.F.H.	CAPTAIN
	ENGLAND D.J.	PTE
	FIFIELD W.	PTE
	FROST J.	PTE
	GARNETT T.	PTE
	GEE A.	PTE
	HENRY J.M.	CAPTAIN
	HIGNETT G.	PTE
	HILL R.	PTE
	HOLLAND J.	PTE
	HUNT F.L.	L.SJT
	KEEN D.M.	PTE
	KINCAID P.	SJT
	LAKEY W.F.	PTE
	LISHMAN A.	PTE





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11TH BATTALION THE PARACHUTE REGIMENT ARMY AIR CORPS.

	OLIVER J.W.	PTE
	PROBERT M.G.	PTE
	QUERIPPEL L.E.	CAPTAIN
	RADCLIFF H.C.N.	LT
	ROSE W.F.	PTE
	WALTER A.D.	PTE
	WINTERS F.	PTE
	WOOD R.F.	L.CPL
	YOUELL G.A.	PTE
19/20.09.44.	EVANS A.B.	PTE
	NOYE G.S.	PTE
20.09.44.	ALLISON E.N.	PTE
	BARHAM W.S.	PTE
	BROCKELSBY C.D.	PTE
	CLIFFORD E.N.	SJT
	DODD R.G.W.	LT
	EMANUEL G.A.	PTE
	HORSFALL C.M.	CAPTAIN
	McKENZIE D.	PTE
	MORRIS J.	PTE
	PROUDFOOT G.	PTE
	SECRETT W.R.M.	L.CPL
21.09.44.	BEARDMORE C.M.	L.CPL
	BURGESS W.D.A.	LT
	DAVIES J.A.	L.CPL
	DUNKERLEY W.	L.CPL
	KIAER L.H.S.	LT
	LEWIS V.J.	L.SJT
	MOSS E.B.	PTE
	PARKINSON H.	PTE
	RICHARDSON E.H.	L.CPL
	TALBOT G.J.	PTE
21/22.09.44.	ASHWORTH C.F.	MAJOR
	GARIBALDI W.	L.CPL
22.09.44.	BINKS J.E.	PTE
	McDONALD L.	CPL
	SAUNDERS P.A.	LT
23.09.44.	FARRAGE T.O.	PTE
	ORMEROD A.	PTE
	WAITE L.H.	CPL
	WHITE F.J.	L.CPL
24.09.44.	BENSON G.G.	PTE
25.09.44.	KELLY V.	PTE
	SELBY O.	PTE
	WEAVER N.O.	
	WILLINGHAM A.	PTE
	WOODCOCK J.A.	PTE
29.09.44.	ANSON P.A.R.	MAJOR
02.10.44.	NEEDHAM C.P.L.	PTE
09.10.44.	GREENHOW S.	PTE
20.10.44.	HOWARD J.	CAPTAIN
	McLEAN J.O.	PTE
26.10.44.	SMYTH K.B.I.	LT.COL
1.11.44.	LOWMAN C.F.	SJT

18.09.44.	BARLOW J.W.	PTE
	BELL G.	PTE
	BORLAND M.	PTE
	HOUSHAM F.	SJT
	JAMES E.L.	PTE
	MORRIS G.E.	PTE
	PAGE C.F.A.	PTE
	ASHWORTH A.	SJT
	BARTON J.A.	PTE
	BEDFORD T.	CPL
	BEST P.	PTE
	GENT N.	PTE
	HANSON J.R.	PTE
	KENNEDY L.	PTE
	KNOWLES E.	CPL
	METCALFE K.J.	L.SJT
	UNDERHILL F.R.A.	PTE
18/25.09.44.	SMITH J.F.	PTE
19.09.44.	BARTHOLOMEW B.W.	SJT
	BOWERS G.A.	L.SJT
	CHILD H.	PTE
	COOKE E.A.	CPL
	ELLIOTT M.J.	SJT
	GOLDSWORTHY M.W.B.	PTE
	HUGHES T.J.	PTE
	JENKIN H.W.	PTE
	PENNINGTON E.H.	SJT
	PETTITT E.	PTE
	THOMPSON R.W.	SJT
20.09.44.	ASHDOWN G.W. W.O.II (C.S.M.)	
20.09.44.	BENTLEY R.	PTE
	BOOTH K.E.	PTE
	DE LEUR H.B.	SJT
	HARRINGTON P.	L.CPL
	JOSLAND A.J.	PTE
	LYONS R.J.	CPL
	NIXON H.	PTE
	ROGERS T.P.W.	CAPTAIN
20/21.09.44.	ODELL J.E.	PTE
20/25.09.44.	IRWIN H.J.	REV
21.09.44.	AIREY B.B.	PTE
	BAKER J.R.	SJT
	DOUGLAS J.S.	CAPTAIN
	FOULIS G.S.	PTE
	HARDY N.G.	PTE
	MATTHEWS C.E.	L.SJT

	RHYMES K.	PTE
	ROBERTS R.	S.SJT
	SPEKE W.H.	2ND LT
	SULLIVAN P.	PTE
	THOMAS R.	LT
22.09.44.	CLARK F.C.	PTE
	CRAWFORD F.	LT
	HARDMAN H.	PTE
	HEMPSTEAD R.A.	PTE
	LEE E.	PTE
	McCARATHY P.	SJT
	McCULLAGH J.J.	PTE
	McKENNA J.L.	LT
	PEELE R.D.C.	2ND LT
23.09.44.	BLACKLIDGE G.L.	MAJOR
	BURKE J.	PTE
	COCHRAN E.	PTE
	KNOWLES R.	PTE
	O'NEILL J.	L.CPL
	SULLIVAN J.T.	L.SJT
	WOOD R.W.	LT
24.09.44.	BOOTH J.E.	PTE
	COWLEY A.F.	PTE
	McCLUNE J.	L.CPL
	RONSON R.	PTE
	TOLLITT H.	PTE
	WARDLAW F.	CPL
24/25.09.44.	ROGERSON J.F.	LT
25.09.44.	ANDERSON G.	PTE
	BRENNAN T.	DVR
	CARTER C.H.	PTE
	COX A.H.	PTE
	KNIGHT S.B.R.	SJT
	GODWIN H.	PTE
	REHILL B.	PTE
25/26.09.44.	GRIFFIN R.	L.CPL
26.09.44.	LOMAS G.	PTE
	MAIDENS J.A.	SJT
	WRIGHT W.	L.CPL
29.09.44.	GRUMOLI I.	PTE
29.09.44.	ROGERS J.E.	PTE
01.10.44.	GATHARD P.	PTE
01.11.44.	ALLEN F.F.	L.CPL
13.11.44.	BEHAN D.	SJT
22.11.44.	STONE W.D.	SJT
16.12.44.	CRABB F.C.	PTE
	MORRIS R.	PTE
31.12.44.	PYE C.R.	PTE

156TH BATTALION THE PARACHUTE REGIMENT, ARMY AIR CORPS.

18.09.44.	BROWNLOW G.T.	PTE
	BUTLER A.	PTE
	CLAYTON H.	PTE
	CLAYTON J.F.	PTE





ROLL OF HONOUR

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FULLER R.	PTE
GEORGE D.L.	PTE
GILLIVER G.H.	PTE
HOPWOOD H.	PTE
JOHNS E.E.	PTE
KILLINGWORTH R.	PTE
KINSLEY-SMITH J.C.	SJT
LILLY O.	CPL
PHILPOTTS H.J.	PTE
STANYER H.	PTE
STEVENS T.	
TAYLOR P.	PTE
TUTTON G.	PTE
WILSON J.	PTE
BADGER R.G.	W.O.II (C.S.M.)
BIRD J.A.	PTE
BOYD J.	PTE
DAVISON J.	LT
DRAKE G.M.W.	PTE
GRAYSTON R.C.	PTE
HOSKINS S.	PTE
PARKER E.D.	SJT
PARKIN F.	PTE
PURTON H.	PTE
SLACK L.	PTE
THORP D.G.	PTE
IRONS S.	PTE
18/19.09.44. TRUEMAN A.D.	PTE
WHITE B.	SJT
18/24.09.44. WASLEY W.	SJT
18/25.09.44. COBB J.T.	PTE
FROST R.	L.CPL
HUTCHINSON R.F.	L.CPL
LEACH W.	CPL
18/25.09.44. McKINNON N.	W.O.II (C.S.M.)
19.09.44. BARRETT D.	PTE
COWIE S.	PTE
DELACOUR L.D.	LT
DUNCAN W.P.	PTE
EVANS A.W.	PTE
LAYTON G.W.	PTE
MARRIOTT S.K.	PTE
MUNRO A.	PTE
POLLOCK W.	PTE
SAUNDERS G.A.	PTE
WALLACE J.	PTE
WATLING S.E.	LT
19/20.09.44. HUGHES K.B.	SJT
19/25.09.44. GILMOUR C.V.	SJT

20.09.44.	BRUCE G.FJ.	SJT
	DES VOEUX SIR W.R.De B.	LT.COL
	FLETCHER H.E.	PTE
	HAGGERTY D.	PTE
	GIBBONS J.M.	SJT
	LANG D.	PTE
	PAGE M.S.	MAJOR
	RITSON E.V.	MAJOR
	SMITH W.H.	PTE
	SNEDDON J.	PTE
	WAGENMAKERS L.	PTE
	WESBURY F.V.	L.CPL
	WEST R.J.	CPL
20/22.09.44.	DOWSETT W.H.	PTE
21.09.44.	CARNEY M.II.	PTE
	DONALDSON W.S.	LT
	GEORGE J.	PTE
	HAMILTON J.M.	PTE
	HUNTER D.H.	PTE
	LEWINGTON H.W.	PTE
	STEAD C.	L.CPL
	TAPPIN R.A.	PTE
22.09.44.	FISHER J.L.S.	PTE
25.09.44.	BENNETT C.E.	PTE
	BUDIBENT J.W.	PTE
	COOPER E.	PTE
	CREASY C.H.	PTE
	EARDLEY A.	PTE
	FORD D.E.	PTE
	HAIKIN B.	PTE
	LYNAS E.	L.CPL
	MANNING J.	PTE
	STIRLING A.T.G.	L.CPL
	TANSLEY G.	PTE
	WALKER A.O.	SJT
25/26.09.44.	GREENWOOD W.J.	PTE
26.09.44.	GOLLEDGE W.G.	PTE
	MALCOLM D.	PTE
	SMITH L.	PTE
28.09.44.	WILSON J.M.	PTE
01.10.44.	COLEMAN F.R.	PTE
10.10.44.	CAMBIER H.M.A.	LT
31.12.44.	CARTER J.R.	PTE
18.09.44.	HACART Y.W.	LT

SERVICEMEN OF OR ATTACHED TO H Q 4TH PARACHUTE BRIGADE.

20.09.44.	DAWSON C.N.B.	MAJOR
	DOLAGHAN F.G.	PTE
	DONNELLY P.J.	PTE
	GOULD A.J.	L.CPL
	GUTHRIE A.	PTE
	JAMES E.D.	CAPTAIN
	McGLONE J.	PTE
	SUTTON E.	PTE

	WRIGHT W.H.	L.CPL
25/26.09.44.	WATTAM C.	PTE
	WHYTE G.R.	DVR



1ST AIRLANDING BRIGADE 1ST (AIRBORNE) BATTALION THE BORDER REGIMENT.

17.09.44.	JOHNSON J.	PTE
	RAYMOND G.	PTE
18.09.44.	BURR H.	SJT
	CERVI L.	L.CPL
	GRAY W.F.	PTE
	GALLACHER N.	PTE
	HUNTER A.	L.SJT
	SEARS S.W.C.	L.SJT
	SMITH E.	PTE
	WALKER J.	PTE
	WHITFIELD F.G.	PTE
	YAPP F.	PTE
19.09.44.	EDGE C.	PTE
	SMITH L.	PTE
	SMITHEN J.	PTE
20.09.44.	AYRES W.	PTE
	BORDERS E.	PTE
	BRAGG H.	PTE
	CAIN V.L.	PTE
	CHAPMAN J.	L.CPL
	COATES T.	CPL
	CRIMMEL J.H.	PTE
	HARTLEY E.	L.SJT
20.09.44.	MELLING E.	L.CPL
	HUNTER J.	SJT
	PEAT J.	CPL
	PIPER T.	L.CPL
	SYKES L.	PTE
	THOMAS A.R.	LT
	WELLS J.	PTE
	WILLIAMS G.M.	L.CPL
21.09.44.	ASTON F.J.	PTE
	BARNES R.	PTE
	BARNES W.C.	PTE
	BRYSON T.J.W.	L.CPL
	BUCKLEY F.	PTE
	CAVEN J.	PTE
	DURBER T.	PTE
	ELLERY R.	PTE
	FOGGO E.E.	L.CPL
	FOSTER A.	PTE





ROLL OF HONOUR

ARNHEM

	FROUD G,	CPL
	HANSON R,	SJT
	HOLT P.S,	LT
	SEED F,	PTE
	WALL H,	PTE
	WATSON T,	SJT
21/22.09.44.	MANCHESTER N,	PTE
	THOMPSON W.N,	PTE
	WILSON G,	PTE
22.09.44.	ALLEN J,	SJT
	BELL A,	PTE
	CRANSWICK A.H,	PTE
	EDEN W,	L.CPL
	EVERINGTON G.C.H,	PTE
	FOWLER R.B,	PTE
	HURLEY P,	PTE
	LANGHORN T,	CPL
	McGLADDERY A, W.O.II (C.S.M.)	
	MIDGLEY F,	PTE
	PEARSON J,	PTE
	POPE A,	W.O.I.(R.S.M.)
	PRICE F.W,	SJT
	SMITH V,	PTE
	STANLEY T.E,	PTE
	TATE J,	LT
	WARREN W.S,	
22/25.09.44.	JONES T.D,	PTE
23.09.44.	BROWN G.E.T,	LT
23.09.44.	COULSTON R.H,	LT
	FIDDLER T,	PTE
	GIBSON J.H,	PTE
	HIRD E.E,	PTE
	HOLDSWORTH H.A,	L.CPL
	HOLME W.M,	PTE
	ISHERWOOD W,	PTE
	NICHOLSON E,	CPL
	SKELTON N,	PTE
	VASEY H,	PTE
24.09.44.	ADAMS W,	CPL
	AGER E,	PTE
	ASHURST T,	PTE
	BECK W,	PTE
	CLAY G,	PTE
	EDGAR T,	CPL
	FLETCHER W.D,	CPL
	HALLIDAY R,	L.CPL
	HOWE G.W,	L.CPL
	JARVIS F.E,	PTE
	LONG G.E.H,	L.CPL
	LOWERY D,	PTE
	McDONALD T,	PTE
	OWEN A,	SJT
	PECK J,	PTE
	SMART A.H,	PTE
24/25.09.44.	MELLING W,	PTE
	SLOAN W,	PTE

25.09.44 .	ATKINSON B.S,	CPL
	CARR J,	CPL
	COWIN L,	CPL
	ELLICOCK G.H,	PTE
	ELVIN W.L,	PTE
	FITZPATRICK F,	PTE
	MARSLAND W,	L.CPL
	SMITH F.A,	PTE
	THOMPSON E.M,	PTE
	WELLBELOVE J.A	LT
	WIGHTMAN J,	PTE
	STEPHENSON F,	PTE
26.09.44.	HARDY S.R,	PTE
	McMULLEN D,	PTE
27.09.44.	DALTON C.W,	PTE
28.09.44.	BARFOOT J,	L.CPL
	PILLING E,	PTE
29.09.44.	FORD J.P,	PTE
03.10.44.	HULSE P.A,	PTE
23.10.44.	JACKSON R,	PTE
25.10.44.	LAYCOCK N,	PTE
	SMITH J,	W.O.II.(C.S.M.)
29.10.44.	HOOD F,	L.CPL
21.11.44.	MONTGOMERY T.E,	MAJOR



7TH (AIRBORNE) BATTALION THE KING'S OWN SCOTTISH BORDERERS.

18.09.44.	ALLWOOD E,	PTE
	CAMPBELL J,	PTE
	HAZLEWOOD J,	PTE
	HENDERSON T.J,	PTE
	HILL H.R,	MAJOR
18.09.44.	KIPPING A.E,	LT
	LEISER J,	PTE
	LIDDLE J.W.C,	PTE
	MACFARLANE P,	L.CPL
	McKAY A,	PTE
	MOOR W,	PTE
	MURRAY A.D.M,	LT
	NOBLE R,	CPL
	NORLEDGE B.H,	PTE
	STEWART J,	PTE
18/25.09.44.	ELCOCK R,	PTE
	ROBERTSON E.J,	PTE
19.09.44.	BROWN E.G,	PTE
	CORRY J,	SJT
	OLDS A,	PTE
	PEPPERELL A,	L.CPL
	PLUMMER L,	L.CPL

	STRANG J.H,	LT
	VERNON J,	PTE
19/20.09.44.	CHANDLER C.F,	PTE
	GRANT A,	L.CPL
20.09.44.	CARRIGAN T.J,	PTE
	COCHRAN A.V,	MAJOR
	CRIGHTON A.K,	LT
	DOVASTON D,	PTE
	FISHER J,	PTE
	HILL R.W,	PTE
	HUNTER A.R,	LT
	McDADE W,	CPL
	SAUNBY G,	PTE
	URE J,	PTE
	WAYTE A.E.F,	LT
20/21.09.44.	FERGUSON R,	SJT
20/24.09.44.	CARLTON G,	CPL
21.09.44.	CASSIDY S,	PTE
	CROSS S.P,	L.CPL
	FENTON A,	PTE
	GIBSON W,	PTE
	GRAHAM A,	SJT
	HART R,	PTE
	HUNTER J.M,	LT
	LEWIS A,	PTE
	McLAUCHLAN J,	PTE
	McLELLAN D,	L.SJT
	MASON A.L,	PTE
	MEAKIN H,	PTE
	MIDDLEWEEK W.F,	PTE
	MURDOCH D,	PTE
	PRINGLE J,	L.CPL
	RAE T.B,	SJT
	SHARPLES A.D.L,	LT
	STEVENSON E.K,	PTE
	TIMPSON E.A,	L.CPL
21/23.09.44.	GIRGAN J.T,	PTE
22.09.44.	FAIRHALL A.R,	PTE
	FLETCHER J.G.L,	PTE
22.09.44.	NEAL N,	PTE
	TELFORD W,	PTE
	TYSON J,	PTE
	WATSON T,	PTE
	WOODCOCK J.O,	PTE
23.09.44.	BAILIFF K,	PTE
	HENDRICK M,	PTE
	HUNTER J.K,	PTE
	LOGAN R,	PTE
	LOW R,	PTE
	McCLOY J.A,	PTE
	McKAY H.E,	PTE
	McLINTOCK J,	CPL
	MURRAY A,	PTE
	PHILLIPS A.T,	PTE
	TORLEY M,	L.CPL
	WILSON C,	SJT





ROLL OF HONOUR

ARNHEM

23/24.09.44. HUNTER J. L.CPL
SCOTT E.E. L.CPL
24.09.44. BROWN R. PTE
HANNAH S. PTE
LAMOND J. PTE
MEREDITH E.D. PTE
MITCHELL W.H. PTE
POLLARD S.C. PTE
ROGERSON A. PTE
24/25.09.44. SIMPSON S. PTE
TAYLOR R.J. PTE
25.09.44. DENHOLM T. CPL
DUNDAS J.S. CAPTAIN
HORSPOOL G.H. PTE
MARTIN J. CPL
PENDRIGH S. L.SJT
ROGERSON T. PTE
STEELE J. PTE
SWEETMAN R.G. CPL
WEEMS R.H. PTE
WITHERSPOON J. PTE
25/26.09.44. GRAHAM D.W. PTE
HENDERSON W. PTE
MARSHALL J. PTE
WILSON R. CPL
26.09.44. HYAMS E. PTE
THOMSON J. CPL
28.09.44. PERE J. PTE
29.09.44. KERR R.L. PTE
03.10.44. FORD F.J. PTE
11.10.44. PURVES G.S. PTE
19.10.44. SWEENEY J.M. PTE
02.11.44. COX A. PTE
18.11.44. COKE J.S.A. MAJOR
SMITH J. PTE



2ND (AIRBORNE) BATTALION THE SOUTH STAFFORDSHIRE REGIMENT.

17.09.44. GREWCOCK W.R. PTE
HIGGINS N. PTE
18.09.44. BOOTT R. PTE
HUNT E.P. L.CPL
NETTLETON T. SJT
NUNN W. L.CPL
YOUNG L. PTE
19.09.44. BADGER J. LT
BATES F. PTE
BILNEY D.C. CPL

CHALMERS A. PTE
COLLETT P.W. PTE
DAVIS E.P. PTE
FELLOWS J.G. PTE
HALE J.H. PTE
HARMES H. PTE
HINGSTON B.W.H. CAPTAIN
LEWIN A.J. PTE
PARKES G.T. PTE
ROEBUCK E. LT
TARLING K. PTE
WHITE F.C. PTE
WILLIAMS E. L.CPL
WINNALL R.E. PTE
WOODHOUSE J.C. PTE
20.09.44. ANDERSON C.L. PTE
BASKEYFIELD J.D. L.SJT
EGAN R.D. CPL
GATER S.E. PTE
HULETT H.R. L.CPL
MESSER E. PTE
SMITH H. PTE
WOOD E. PTE
WYSS E.M. CAPTAIN
21.09.44. BOYNTON R.G. PTE
HODGKINSON W.J. PTE
KNAPP B.D. L.CPL
RICHARDSON G.M. PTE
ROGERS C.J. PTE
SMITH L.J. L.CPL
21/25.09.44. ASH C. PTE
22.09.44. DEAN H. PTE
FAIRBROTHER A. PTE
HOPWOOD B. PTE
MUSKETT B. PTE
PUSHMAN P. CPL
ROWBERY I. PTE
23.09.44. FINCHETT E. PTE
JOHNSON A.E. PTE
WOODROW J. PTE
24.09.44. AUSTIN G.N. LT
BROWNSCOMBE B. CAPTAIN
HARRISON D.W. PTE
HOLLOWAY J.W. PTE
LEE H. PTE
NOAKES A.C. PTE
PEARCE F.H. PTE
24/25.09.44. BROOME R. PTE
24/26.09.44. OWEN W. PTE
25.09.44. BIRD A. SJT
CHILLINGSWORTH V. L.CPL
COBB E.W. PTE
EATON H. L.CPL
PEGG J.C.D. CPL
PHILLIPS G. CPL
SALFORD B.H. L.CPL

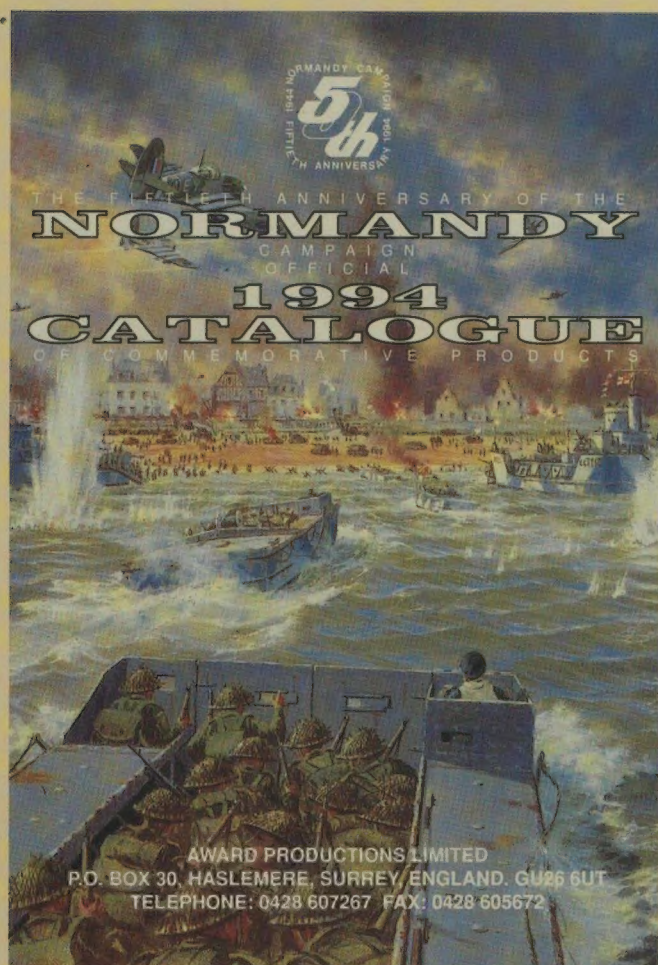
SIMONDS J.M. MAJOR
WILLIS J.J. SJT
25/26.09.44. CULLEN R.G. PTE
DUTTON S. PTE
HOLDEN R.T.G. PTE
LANSDOWNE R.A.F. PTE
SMITH D.J. L.CPL
26.09.44. GOULD J. PTE
HOOPER F.H. CPL
LE-LIEVRE S. L.CPL
MITCHELL T. PTE
SPOONER H. L.CPL
28.09.44. ELLIS A.B. SJT
GODFREY D.A. W.O.II.(C.S.M.)
NICHOLSON F.W. PTE
05.10.44. BROUGH E. L.CPL
30.10.44. PERRY R. PTE
19.09.44. WRIGHT P.R.T. MAJOR

SERVICEMEN OF OR ATTACHED TO H Q 1ST AIRLANDING BRIGADE.

19.09.44. BARLOW H.N. COLONEL
SINGER R. L.CPL
20.09.44. BURNS W.R. CAPTAIN
MOY-THOMAS E.A. CAPTAIN
21.09.44. TOMS W.H. CPL
24.09.44. MORGAN L. W.O.II.(C.S.M.)
27.09.44. BENSON B.J. REVEREND



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